SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

TIME TABLE

70

FOR THE

COAST DIVISION

To Take Effect Sunday, December 8, 1907, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public
The Company reserves the right to vary from this time table at pleasure

E. E. CALVIN,
General Manager.

W. R. SCOTT,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

J. H. YOUNG,
General Superintendent.

Eastward. FROM SAN FRANCISCO—COAST DIVISION: San Francisco and San Jose.

Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations.		FIRST CLASS																		Distance from San Francisco	Time Table No. 70 December 8, 1907
		50	**48**	**46**	**44**	**10**	**30**	**28**	**58**	**42**	**40**	**38**	**24**	**36**	**22**	**32**	**34**	**62**	**192**		
		San Jose Way Pass.	San Jose Way Pass.	Los Gatos Way Pass.	San Jose Way Pass.	Sunset Express	Tres Pinos Way Pass.	Del Monte Express	San Jose Way Pass.	San Jose Way Pass.	San Jose Way Pass.	San Jose Way Pass.	San Luis Obispo Way Pass.	San Jose Way Pass.	Coaster	Santa Cruz Way Pass.	San Jose Way Pass.	Express	Express		**STATIONS**
		Leave Daily	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
		5.40PM	5.20PM	5.00PM	4.20PM	4.00PM	3.20PM	3.00PM		2.00PM	11.40AM	10.40AM	9.00AM	8.20AM	8.00AM	7.00AM	6.20AM	4.45AM		0.0	DNR **SAN FRANCISCO** 5.2
		5.51	5.31	5.11	4.31	4.11	3.31	3.11		2.11	11.51	10.51	9.11	8.31	8.11	7.11	6.31	4.56		5.2	VISITACION 4.1
		f 5.57	5.37	5.17	s 4.37	4.17	s 3.37	3.17		s 2.20	s 11.57AM	s 10.57	9.17	s 8.40	8.17	s 7.17	s 6.37	5.02		9.3	DN SO. S. FRANCISCO 1.7
920 IY		s 6.00	5.40	s 5.20	4.40	4.20	3.40	3.20		s 2.25	s 12.01PM	s 11.00	9.20	s 8.45	8.20	s 7.20	s 6.40	5.07		11.0 14.7	DNR **SAN BRUNO** 2.7
5,374		s 6.05	5.43	5.24	4.44	4.23	3.44	3.23		s 2.30	s 12.05	s 11.04	9.23	s 8.50	8.23	7.24	s 6.44	5.15		17.4	MILLBRAE 1.5
		6.07	5.45	5.26	4.46	4.24	3.46	3.24		2.32	12.07	11.06	9.25	8.52	8.24	7.26	6.46	5.17		18.9	EASTON 1.1
1,218		s 6.09	s 5.47	s 5.29	s 4.48	4.26	s 3.49	3.26		s 2.36	s 12.09	s 11.09	9.27	s 8.56	8.26	s 7.28	s 6.49	5.20		20.0	BURLINGAME 1.6
11,041 PW		s 6.13	s 5.52	s 5.33	s 4.51	4.28	s 3.53	3.28		s 2.40	s 12.12	s 11.12	s 9.31	s 9.00	8.28	s 7.33	s 6.52	5.28		21.6	D SAN MATEO 2.4
		* 6.18	5.56	5.38	4.56	4.31	3.58	3.31		2.47	12.16	f 11.16	9.35	f 9.07	8.31	7.37	f 6.56	5.34		24.0	BERESFORD 1.6
872		s 6.22	5.58	5.41	s 4.59	4.33	s 4.01	3.33		s 2.50	s 12.19	s 11.19	9.38	s 9.10	8.33	s 7.41	s 6.59	5.38		25.6	BELMONT 1.3
4,146		s 6.25	6.00	s 5.43	5.02	4.35	* 4.04	3.35		s 2.53	s 12.22	s 11.22	9.40	s 9.13	8.35	7.43	f 7.02	5.42		26.9	SAN CARLOS 2.1
2,669		s 6.30	s 6.04	s 5.47	s 5.06	4.38	s 4.09	3.38	Via Newark.	s 2.58	s 12.26	s 11.26	s 9.44	s 9.18	8.38	s 7.47	s 7.06	5.48	Via Newark.	29.0	D REDWOOD 2.5
3,364		s 6.35	6.09	s 5.52	s 5.11	4.41	s 4.14	3.41		f 3.04	f 12.31	f 11.31	9.48	s 9.24	8.41	7.52	s 7.11	5.56		31.5	FAIR OAKS 1.1
1,848 W		s 6.39	6.11	s 5.56	s 5.14	4.43	s 4.17	3.43		s 3.07	s 12.33	s 11.33	9.50	s 9.27	8.43	7.54	s 7.13	5.58		32.6	MENLO PARK 1.3
10,909 T		s 6.44	s 6.15	s 6.00	s 5.18	4.45	s 4.22	3.45		s 3.12	s 12.36	s 11.36	s 9.53	s 9.32	8.45	s 7.58	s 7.16	6.03		33.9	D PALO ALTO 1.5
4,687		6.47	6.19	s 6.04	5.21	4.47	s 4.27	3.47		s 3.18	s 12.40	s 11.40	9.58	s 9.38	8.47	8.02	s 7.20	6.08		35.4	MAYFIELD 3.0
757		6.51	6.23	6.08	f 5.25	4.51	4.31	3.51		3.22	12.44	11.44	10.02	9.43	8.51	8.06	f 7.24	6.15		38.4	CASTRO 1.4
9,447 W		s 6.53	6.25	s 6.11	s 5.27	4.53	s 4.33	3.53		s 3.25	s 12.47	s 11.47	s 10.04	s 9.47	8.53	s 8.08	s 7.27	6.17		39.8	D MOUNTAIN VIEW 2.8
8,861		6.58	6.28	6.15	s 5.32	4.57	s 4.38	3.57		s 3.32	s 12.52	s 11.52	10.10	s 9.53	8.57	8.13	s 7.32	6.27		42.6	SUNNYVALE 1.8
5,425		7.00	6.30	s 6.18	5.35	4.59	s 4.42	3.59		s 3.36	s 12.56	f 11.56AM	10.13	f 9.57	8.59	8.17	f 7.36	6.33		44.4	LAWRENCE 3.6
6,518 I		s 7.05	6.35	s 6.25PM	s 5.42	5.05	s 4.49	4.05	3.50PM	s 3.43	s 1.04	s 12.04PM	s 10.20	s 10.04	9.05	s 8.24	s 7.43	6.39	6.30AM	48.0	DR **SANTA CLARA** S. P. C. Crossing 1.6
		7.07	6.37		f 5.46	5.07	4.52	4.07	3.52	f 3.47	1.07	12.07	10.25	10.07	9.07	8.27	f 7.46	6.47	6.33	49.6	COLLEGE PARK 1.1
105,515 PITWFO		7.10PM	6.40PM		5.50PM	s 5.10PM	s 4.55PM	s 4.10PM	3.55PM	3.50PM	1.10PM	12.10PM	s 10.30AM	10.10AM	s 9.10AM	s 8.30AM	7.50AM	6.50AM	6.40AM	50.7	DNR **SAN JOSE**
		Arrive Daily	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(50.7)
		(1.30)	(1.20)	(1.25)	(1.30)	(1.10)	(1.35)	(1.10)	(0.05)	(1.50)	(1.30)	(1.30)	(1.30)	(1.50)	(1.10)	(1.30)	(1.30)	(2.05)	(0.10)		...............Time over District.
		31.33	35.25	31.27	31.33	40.28	29.68	40.28	32.40	25.65	31.33	31.33	31.33	25.65	40.28	31.33	31.33	22.50	16.20		.............Average speed per hour.

Automatic Block.

Double Track.

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72 and D 72.

Trains must obtain clearance cards before leaving San Francisco.

Note.—See pages 4 and 5 for additional trains between San Francisco and San Jose, and pages 10 and 11 for trains scheduled via Ocean View which will use double track east of South San Francisco jointly with trains scheduled via Visitacion. Trains via Visitacion must be given preference. Trains must govern themselves accordingly.

On Sunday No. 50 will stop at any station when flagged.
No. 62 will stop at all stations.

TOWARD SAN FRANCISCO—COAST DIVISION: San Francisco and San Jose.

Westward.

Time Table No. 70

December 8, 1907

Automatic Block.

Double Track.

STATIONS	Distance from San Jose	FIRST CLASS																		
		33	35	37	39	41	17	43	45	47	29	9	27	49	51	23	53	55	57	59
		San Jose Way Pass.	San Jose Way Pass.	San Jose Way Pass.	San Jose Way Pass.	San Jose Way Pass.	New Orleans Passenger	San Jose Passenger	Los Gatos Way Pass.	San Jose Way Pass.	Tres Pinos Way Pass.	Sunset Express	Del Monte Express	San Jose Way Pass.	San Jose Way Pass.	S.L.Obispo Way Pass.	San Jose Way Pass.	San Jose Way Pass.	San Jose Way Pass.	San Jose Way Pass.
		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday.	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DNR **SAN FRANCISCO** 5.2	50.7 47.0	6.40AM	Via Ocean View.	7.40AM	8.00AM	8.20AM	8.30AM	8.40AM	9.00AM	9.40AM	10.25AM	11.40AM	12.05PM	1.20PM	3.20PM	4.00PM	5.40PM	6.40PM		7.20PM
VISITACION 4.1	41.8	6.29		7.29	7.49	8.09	8.18	8.29	8.49	9.29	10.14	11.29	11.54AM	1.09	3.09	3.49	5.29	6.29		7.09
DN SO. S. FRANCISCO 1.7	37.7	s 6.23		s 7.23	s 7.43	8.03	8.12	8.23	8.43	9.23	10.08	11.23	11.48	s 1.03	s 3.03	3.43	s 5.23	s 6.23		s 7.03
DNR **SAN BRUNO** 2.7	36.0	s 6.20	s 7.04AM	s 7.19	s 7.39	8.00	8.09	8.20	s 8.40	s 9.20	10.05	11.20	11.45	s 12.59	s 3.00	3.40	s 5.20	s 6.20		s 7.00
MILLBRAE 1.5	33.3	s 6.15	s 6.58	7.15	s 7.35	7.55	8.05	8.17	8.36	s 9.15	10.01	11.16	11.41	s 12.54	s 2.55	3.35	s 5.15	s 6.15		s 6.53
EASTON 1.1	31.3	6.13	6.56	7.12	7.32	s 7.52	8.03	8.15	8.33	9.12	9.59	11.14	11.39	12.51	2.52	3.33	5.13	6.13		6.51
BURLINGAME 1.6	30.7	s 6.11	s 6.54	s 7.10	s 7.30	s 7.50	8.02	s 8.13	s 8.31	s 9.10	s 9.57	11.12	11.37	s 12.49	s 2.50	3.31	s 5.11	s 6.11		s 6.49
D SAN MATEO 2.4	29.1	s 6.07	s 6.50	s 7.06	s 7.26	s 7.46	7.59	s 8.09	s 8.27	s 9.06	s 9.53	11.09	s 11.32	s 12.42	s 2.46	s 3.28	s 5.07	s 6.07		s 6.45
BERESFORD 1.6	26.7	f 6.03	s 6.42	f 7.02	f 7.22	7.42	7.55	8.05	8.22	f 9.02	9.49	11.05	11.27	s 12.37	2.42	3.24	f 5.03	6.03		s 6.37
BELMONT 1.3	25.1	s 6.00	s 6.39	s 6.59	s 7.19	s 7.39	7.53	8.03	8.20	s 8.59	9.47	11.03	11.25	s 12.34	s 2.39	3.22	s 5.00	s 6.00		s 6.34
SAN CARLOS 2.1	23.8	s 5.57	s 6.33	s 6.56	s 7.16	s 7.36	7.51	8.01	s 8.18	s 8.56	9.45	11.01	11.23	s 12.31	s 2.36	3.20	s 4.57	s 5.57		s 6.28
D REDWOOD 2.5	21.7	s 5.53	s 6.25	s 6.52	s 7.12	s 7.32	s 7.47	s 7.57	s 8.13	s 8.52	s 9.40	10.57	s 11.19	s 12.25	s 2.32	s 3.15	s 4.53	s 5.53	Via Newark.	s 6.20
FAIR OAKS 1.1	19.2	f 5.48	f 6.17	s 6.47	f 7.07	s 7.27	7.43	7.53	s 8.08	s 8.47	9.37	10.54	11.15	s 12.20	s 2.27	3.12	s 4.48	s 5.48		s 6.12
MENLO PARK 1.3	18.1	s 5.45	s 6.13	s 6.44	s 7.04	s 7.24	7.41	7.51	s 8.05	s 8.44	s 9.35	10.52	11.13	s 12.17	s 2.24	3.10	s 4.45	s 5.45		s 6.08
D PALO ALTO 1.5	16.8	s 5.41	s 6.08	s 6.41	s 7.01	s 7.21	7.39	s 7.47	s 8.00	s 8.41	s 9.31	10.50	s 11.09	s 12.12	s 2.21	s 3.06	s 4.41	s 5.41		s 6.03
MAYFIELD 3.0	15.3	s 5.37	s 6.02	s 6.37	s 6.57	s 7.17	7.37	7.43	s 7.56	s 8.37	9.28	10.48	11.06	s 12.08	s 2.17	3.03	s 4.37	s 5.37		s 5.57
CASTRO 1.4	12.3	5.33	5.58	6.33	6.53	f 7.13	7.33	7.39	7.52	8.33	9.24	10.44	11.02	f 12.02PM	2.13	2.59	4.33	5.33		f 5.53
D MOUNTAIN VIEW 2.8	10.9	s 5.31	s 5.56	s 6.31	s 6.51	s 7.11	7.31	s 7.37	s 7.50	s 8.31	9.22	10.42	11.00	s 11.58AM	s 2.11	s 2.57	s 4.31	s 5.31		s 5.51
SUNNYVALE 1.8	8.1	s 5.26	s 5.48	s 6.26	s 6.46	s 7.06	7.27	7.33	s 7.45	s 8.26	9.19	10.38	10.57	s 11.53	s 2.06	2.54	s 4.26	s 5.26		s 5.43
LAWRENCE 3.6	6.3	f 5.22	f 5.44	f 6.22	s 6.42	s 7.02	7.25	7.31	7.42	f 8.22	9.17	10.36	10.55	s 11.49	s 2.02	2.52	f 4.22	s 5.22		s 5.39
DR **SANTA CLARA** S. P. C. Crossing. 1.6	2.7	s 5.15	s 5.37	s 6.15	s 6.35	s 6.55	7.20	7.25	7.35AM	s 8.15	s 9.10	10.30	10.50	s 11.41	s 1.55	s 2.46	s 4.15	s 5.15	s 5.25PM	s 5.32
COLLEGE PARK 1.1	1.1	f 5.12	f 5.32	6.12	6.32	6.52	7.17	7.22		8.12	9.07	10.27	10.47	f 11.37	1.52	2.42	4.12	5.12	5.22	f 5.27
DNR **SAN JOSE**	0.0	5.10AM	5.30AM	6.10AM	6.30AM	6.50AM	7.15AM	7.20AM		8.10AM	9.05AM	10.25AM	10.45AM	11.35AM	1.50PM	2.40PM	4.10PM	5.10PM	5.20PM	5.25PM
(50.7)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday.	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District		(1.30)	(1.34)	(1.30)	(1.30)	(1.30)	(1.15)	(1.20)	(1.25)	(1.30)	(1.20)	(1.15)	(1.20)	(1.45)	(1.30)	(1.20)	(1.30)	(1.30)	(0 .05)	(1.55)
Average speed per hour		31.33	22.99	31.33	31.33	31.33	37.73	35.25	31.27	31.33	35.25	37·73	35.25	29.68	31.33	35.25	31.33	31.33	32.40	24.53

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72 and D 72.

Trains must obtain clearance cards before leaving San Jose.

NOTE—See pages 4 and 5 for additional trains between San Francisco and San Jose, and pages 10 and 11 for trains scheduled via Ocean View which will use double track east of South San Francisco jointly with trains scheduled via Visitacion. Trains via Visitacion must be given preference. Trains must govern themselves accordingly.

No. 21 will stop at Palo Alto, Redwood and San Mateo to detrain passengers only from points east of San Jose.

FROM SAN FRANCISCO—COAST DIVISION: San Francisco and San Jose.

☞ NOTE.—See pages 2 and 3 for additional trains between San Francisco and San Jose, and pages 10 and 11 for trains scheduled via Ocean View which will use double track east of South San Francisco jointly with trains scheduled via Visitacion. Trains via Visitacion must be given preference. Trains must govern themselves accordingly.

On double track between San Francisco and San Jose, THIRD CLASS AND EXTRA TRAINS will move with the current of traffic, being governed by Automatic Block Signals, and must clear the time of FIRST CLASS TRAINS as required by Rule D 86.

Ocean View, South San Francisco, San Bruno, San Mateo and Santa Clara will be train order offices where semaphores will be maintained.

Redwood, Palo Alto and Mountain View will be maintained as telegraph offices without semaphores. Orders to be delivered at these latter stations when necessary.

Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations.	THIRD CLASS						FIRST CLASS						Distance from San Francisco	Time Table No. 70 December 8, 1907
	334	**802**	**342**	**332**	**804**	**244**	**60**	**512**	**56**	**18**	**54**	**52**		
	Through Freight	Way Freight	Way Freight	Way Freight	Way Freight	Manifest Freight	San Jose Way Pass.	San Jose Passenger	San Jose Way Pass.	New Orleans Passenger	San Jose Way Pass.	San Jose Way Pass.		
	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Saturday only	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday		**STATIONS**
	8.30PM		Via Ocean View.	3.00AM		12.01AM	Via Ocean View.		8.20PM	8.00PM	6.20PM	6.00PM	0.0	DNR **SAN FRANCISCO** 5.2
									8.31	8.11	6.31	6.11	5.2	VISITACION 4.1
									s 8.37	8.17	s 6.37	s 6.17	9.3	DN SO. SAN FRANCISCO 1.7
920 IY			9.00AM				s 12.20AM		s 8.41	8.20	s 6.41	s 6.20	11.0 14.7	DNR **SAN BRUNO** 2.7
5,374							s 12.25		s 8.45	8.23	s 6.45	s 6.24	17.4	MILLBRAE 1.5
							12.27		8.47	8.24	6.47	s 6.26	18.9	EASTON 1.1
1,218							s 12.29		s 8.50	8.26	s 6.50	s 6.29	20.0	BURLINGAME 1.6
11,041 PW			10.00AM				s 12.34		s 8.53	8.28	s 6.54	s 6.33	21.6	D SAN MATEO 2.7
							s 12.40		f 8.58	8.31	f 6.59	f 6.38	24.0	BERESFORD 1.6
872							s 12.43		s 9.01	8.33	s 7.02	s 6.41	25.6	BELMONT 1.3
4,146							s 12.46		f 9.04	8.35	s 7.05	s 6.44	26.9	SAN CARLOS 2.1
2,669		Via Newark.			Via Newark.		s 12.50	Via Newark.	s 9.08	s 8.38	s 7.10	s 6.48	29.0	D REDWOOD 2.5
3,364							f 12.55		f 9.13	8.43	f 7.15	s 6.53	31.5	FAIR OAKS 1.1
1,848 W							s 12.58		s 9.15	8.45	s 7.19	s 6.56	32.6	MENLO PARK 1.3
10,909 T							s 1.02		s 9.18	8.47	s 7.24	s 7.00	33.9	D PALO ALTO 1.5
4,687							s 1.07		s 9.22	8.49	s 7.29	s 7.03	35.4	MAYFIELD 3.0
757							1.12		9.26	8.53	7.33	7.07	38.4	CASTRO 1.4
9,447 W							s 1.14		s 9.28	8.55	s 7.36	s 7.09	39.8	D MOUNTAIN VIEW 2.8
8,861							s 1.19		f 9.33	8.58	s 7.41	s 7.15	42.6	SUNNYVALE 1.8
5,425							f 1.22		f 9.37	9.00	s 7.46	f 7.18	44.4	LAWRENCE 3.6
6,518 I		4.15PM			3.15AM		s 1.28	11.00PM	s 9.44	9.05	s 7.53	s 7.25	48.0	DR **SANTA CLARA** S. P. C. Crossing 1.6
							1.31	11.02	9.47	9.07	f 7.56	7.28	49.6	COLLEGE PARK 1.1
105,515 PITWFO	11.20PM	4.35PM		1.00PM	3.30AM	3.00AM	1.35AM	11.05PM	9.50PM	s 9.10PM	8.00PM	7.30PM	50.7	DNR **SAN JOSE**
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Saturday only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday		(50.7)
	(2.50)	(0.20)	(1.00)	(10.00)	(0.15)	(2.59)	(1.15)	(0.05)	(1.30)	(1.10)	(1.40)	(1.30)		................Time over District.
	16.58	8.10	8.60	4.70	10.80	15.75	28.80	32.40	31.33	40.28	22.62	31.33		................Average speed per hour.

Automatic Block.

Double Track.

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72 and D 72.

Trains must obtain clearance card before leaving San Francisco.

Time Table No. 70 December 8, 1907 STATIONS			Distance from San Jose	FIRST CLASS			THIRD CLASS						
				511 San Jose Passenger Arrive Sunday Only	**31** Santa Cruz Passenger Arrive Daily	**21** Coaster Arrive Daily	**331** Way Freight Arrive Daily Ex. Sunday	**803** Way Freight Arrive Daily	**243** Manifest Freight Arrive Daily	**341** Way Freight Arrive Daily Ex. Sunday	**801** Way Freight Arrive Daily	**333** Through Freight Arrive Daily	**191** Express Arrive Daily
Automatic Block	DNR **SAN FRANCISCO** 5.2	Double Track.	50.7 47.0		8.45PM	11.45PM	1.00PM		2.40PM	Via Ocean View		12.01AM	
	VISITACION 4.1		41.8		8.34	11.34							
	DN SO. SAN FRANCISCO 1.7		37.7		8.28	11.28							
	DNR **SAN BRUNO** 2.7		36.0		8.25	11.25				**1.15PM**			
	MILLBRAE 1.5		33.3		8.21	11.21							
	EASTON 1.1		31.8		8.18	11.19							
	BURLINGAME 1.6		30.7		8.16	11.17							
	D SAN MATEO 2.4		29.1		s 8.12	11.14				12.01PM			
	BERESFORD 1.6		26.7		8.07	11.10							
	BELMONT 1.3		25.1		8.05	11.08							
	SAN CARLOS 2.1		23.8		8.03	11.06							
	D REDWOOD 2.5		21.7	Via Newark.	s 7.59	11.02		Via Newark.			Via Newark.		Via Newark.
	FAIR OAKS 1.1		19.2		7.55	10.59							
	MENLO PARK 1.3		18.1		7.53	10.57							
	D PALO ALTO 1.5		16.8		s 7.49	10.55							
	MAYFIELD 3.0		15.3		7.46	10.53							
	CASTRO 1.4		12.3		7.42	10.49							
	D MOUNTAIN VIEW 2.8		10.9		7.40	10.47							
	SUNNYVALE 1.8		8.1		7.37	10.43							
	LAWRENCE 3.6		6.3		7.35	10.41							
	DR **SANTA CLARA** S. P. C. Crossing. 1.6		2.7	s 6.35PM	7.30	10.35		4.30AM			6.00PM		9.40PM
	COLLEGE PARK 1.1		1.1	6.33	7.27	10.32							
	DNR **SAN JOSE**		0.0	6.30PM	7.25PM	10.30PM	3.00AM	4.15AM	11.40AM		5.50PM	9.30PM	9.35PM
	(50.7)			Leave Sunday Only	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday,	Leave Daily	Leave Daily	Leave Daily
	Time over District			(0.05)	(1.20)	(1.15)	(10.00)	(0.15)	(3.00)	(1.14)	(0.10)	(2.31)	(0.05)
	Average speed per hour			32.40	35.25	37.73	4.70	16.80	15.66	5.83	16.20	18.67	32.40

☞ NOTE.—See pages 2 and 3 for additional trains between San Jose and San Francisco, and pages 10 and 11 for trains scheduled via Ocean View, which will use double track east of South San Francisco jointly with trains scheduled via Visitacion. Trains via Visitacion must be given preference. Trains must govern themselves accordingly.

On double track between San Jose and San Francisco THIRD-CLASS and EXTRA TRAINS will move with the current of traffic, being governed by Automatic Block Signals, and must clear the time of FIRST-CLASS trains as required by Rule D-86.

Ocean View, South San Francisco, San Bruno, San Mateo and Santa Clara will be train order offices, where semaphores will be maintained.

Redwood, Palo Alto and Mountain View will be maintained as telegraph offices without semaphores. Orders to be delivered at these stations when necessary.

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72 and D 72.

Trains must obtain clearance cards before leaving San Jose.

Eastward.

FROM SAN FRANCISCO—COAST DIVISION: San Jose and Salinas.

Time Table No. 70.

December 8, 1907

Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations	THIRD CLASS			SECOND CLASS	FIRST CLASS															Distance from San Francisco		STATIONS
	336	338	334	244	18	10	30	116	86	28	114	84	24	80	22	102	82	32	62			
	Way Freight	Way Freight	Through Freight	Manifest Freight	New Orleans Passenger	Sunset Express	Tres Pinos Way Pass.	Salinas Passenger	Tres Pinos Passenger	Del Monte Express	Salinas Mixed	Tres Pinos Passenger	San Luis Obispo Way Pass.	New Almaden Way Pass.	Coaster	Pacific Grove Passenger	Hollister Passenger	Santa Cruz Way Pass.	Express			
	Leave Daily Ex. Sun.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tuesday and Friday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
				12.01 AM	8.00 PM	4.00 PM	3.20 PM	3.00 PM	3.00 PM	3.00 PM		9.00 AM	9.00 AM	8.00 AM	8.00 AM	7.00 AM	7.00 AM	7.00 AM	4.45 AM	0.0		**SAN FRANCISCO**
105,515 TWFO	6.00 AM		12.20 AM	4.25 AM	9.25 PM	5.20 PM	5.00 PM			4.15 PM			**10.40** AM	9.40 AM	9.15 AM			8.35 AM	7.10 AM	50.7	Automatic Block.	DNR **SAN JOSE** 1.1
	6.07		12.26	4.31	9.29	5.24	5.04			4.19			s 10.44	s 9.44	9.19			8.39	7.14	51.8		4TH ST., SAN JOSE 0.9 — (No Siding)
5,660	6.10		12.30	4.35	9.32	5.26	5.06			4.21			s 10.46	9.46	9.21			8.41	7.16	52.7		VALBRICK 2.8
5,003	6.20		12.42	4.50	9.37	5.31	f 5.11			4.25			10.52	**10.03** AM	9.25			f **8.47**	7.23	55.5		DR **HILLSDALE** 2.1
4,123	**6.40**		12.57	5.02	f 9.43	5.35	s 5.15			4.28			f 11.04		**9.28**			8.54	7.29	57.6		EDENVALE 2.9
2,640	6.55		1.03	5.19	9.49	5.40	5.21			4.32			11.10		9.32			8.59	7.36	60.5		POMAR 2.8
6,005 W	7.10		1.15	5.35	s **9.58**	5.45	s 5.27			4.36			s 11.15		9.36			s **9.04**	7.43	63.3		DN COYOTE 3.0
3,792	7.25		1.25	5.48	10.09	5.50	f 5.33			4.40			11.22		**9.42**			f 9.09	7.50	66.3		PERRY 3.0
1,624	7.40		1.36	6.02	10.15	5.55	f 5.39			4.44			f 11.28		9.47			9.14	7.57	69.3		MADRONE 1.6
5,212	**7.50** **8.13**		1.40	**6.15**	s 10.18	5.57	s 5.43			4.46			s 11.31		9.49			s 9.17	**8.01**	70.9		D MORGANHILL 1.3
1,898	8.20		1.45	6.23	10.21	5.59	5.45			4.48			11.34		**9.55**			9.19	**8.10**	72.2		TENNANT 2.6
3,970	8.30		1.53	6.35	10.26	6.03	s 5.50			4.52			s 11.39		10.00			s **9.25**	8.16	74.8		D SAN MARTIN 2.4
3,589	8.40		1.59	6.45	10.31	6.07	f 5.55			4.55			11.43		10.04			f 9.29	8.22	77.2		RUCKER 2.1
757																				79.3		ANIMAS (Spur) 1.5
19,995 PTWF	**9.10** **10.30**	**7.50** AM	2.10 2.40	**7.10**	s 10.38	**6.19**	s **6.00**		5.05 PM	s 5.00		**11.55** AM	s **11.50**		**10.10**		**9.45** AM	s **9.37**	8.30 8.40	80.8		DNR **GILROY** 2.4
	10.40	8.00 AM	2.49	7.20	10.50	6.24	6.10 PM		5.10 PM	5.06		12.01 PM	11.59 AM		10.15		9.55 AM	9.48	8.45	83.2		R **CARNADERO** 1.2
1,168	10.45		2.53	7.25	10.52	6.26				5.08			f 12.01 PM		10.17			9.50	8.47	84.4		MILLER 2.7
4,175	**11.10**		3.01	7.37	s 10.58	6.32				**5.13**			s 12.08		10.22			s 9.56	8.52	87.2		D SARGENT 1.9
4,506	11.50		3.08	7.45	11.02	6.37				5.18			12.12		**10.25**			10.01	**8.59**	89.1		BETABEL 3.0
4,163	11.59 AM		3.18	7.57	f 11.08	6.43				s 5.24			s 12.19		10.30			s **10.08**	**9.12**	92.1		D CHITTENDEN 1.0
3,337	12.05 PM		3.22	8.01	11.11	6.46				5.26			12.22		10.33			10.11	9.15	93.1		LOGAN 1.8
5,359	**12.16** **12.40**		3.27	8.09	f 11.15	**6.50**				5.30			s **12.26**		10.36			f 10.14	9.18	94.9		D AROMAS 2.3
2,896	1.00		3.35	8.18	11.19	6.55				5.35			**12.35**		10.39			f 10.19	**9.25**	97.2		VEGA 2.9
22,375 PYWO	1.15 2.00		3.45 4.15	**8.30** **8.55**	s 11.25	s 7.00				s **5.40**			s 12.40		s 10.45	10.35 AM		s 10.25 AM	9.30 9.40	100.1		DNR **PAJARO** 5.7
2,858	2.25		**4.45**	9.25	f 11.45	7.20				**6.00**			f 1.00		11.00	f 10.50			9.55	105.8		ELKHORN 4.6
10,843 PYW	**2.45** **3.15**		**5.05** **5.20**	9.45	s 11.55 PM	s 7.30		6.15 PM		s 6.10 PM	3.00 PM		s 1.10		s 11.10	s 11.00 AM			10.05 AM	110.4		DNR **CASTROVILLE** 3.5
4,511	3.35		5.35	10.05	12.05 AM	7.40		f 6.24			f 3.09		f 1.30		11.21					113.9		COOPER 1.8
1,537	3.45		5.46	10.15	12.09	7.44		f 6.29			f 3.14		f 1.34		11.24					115.7		GRAVES 2.6
28,527 PTWF	4.00 PM		**6.00** AM	10.30 AM	s 12.15 AM	s **7.50** PM		6.35 PM			3.20 PM		s ¶ **1.40** PM		s **11.30** AM					118.3		DNR **SALINAS**
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tuesday and Friday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(67.6)
	(10.00)	(0.10)	(5.40)	(6.05)	(2.50)	(2.30)	(1.10)	(0.20)	(0.05)	(1.55)	(0.20)	(0.06)	(3.00)	(0.23)	(2.15)	(0.25)	(0.10)	(1.50)	(2.55)			..................Time over District.
	6.76	14.40	11.92	11.11	23.80	27.06	27.85	23.70	28.80	31.14	23.70	26.00	22.53	12.52	30.04	24.72	14.49	26.94	20.46			..............Average speed per hour.

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Trains must obtain clearance cards before leaving San Jose.

No. 62 will stop at all stations.
No. 28 will stop at Elkhorn on Tuesdays and Saturdays.

TOWARD SAN FRANCISCO—COAST DIVISION: San Jose and Salinas.

Westward.

Automatic Block

Time Table No. 70 December 8, 1907	Distance from Salinas	FIRST CLASS															SECOND CLASS		THIRD CLASS		
		17	29	9	113	27	83	81	23	85	115	101	31	61	87	21	243		335	337	333
		New Orleans Passenger	Tres Pinos Way Pass.	Sunset Express	Castroville Mixed	Del Monte Express	Gilroy Passenger	San Jose Way Pass.	San Luis Obispo Way Pass.	Gilroy Passenger	Castroville Passenger	Santa Cruz Passenger	Santa Cruz Passenger	Express	Gilroy Passenger	Coaster	Manifest Freight		Way Freight	Way Freight	Through Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tuesday and Friday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily
SAN FRANCISCO	118.3	8.30AM	10.25AM	11.40AM	12.05PM	12.05PM	4.00PM	3.20PM	4.00PM	8.45PM	8.45PM	8.45PM	8.45PM		11.45PM	11.45PM	2.40PM				
DNR **SAN JOSE** 1.1	67.6	s 7.00AM	s 9.00AM	s 10.15AM		s **10.40**AM		1.00PM	s 2.30PM				s 7.20PM	9.00PM		s 10.25PM	**10.30**AM		4.00PM		8.45PM
4TH ST., SAN JOSE 0.9—(No Siding)	66.5	6.55	s 8.55	10.11		10.36		s 12.55	s 2.24				7.16	8.56		10.21	10.24		3.53		8.41
VALBRICK 2.8	65.6	6.51	8.53	10.09		10.34		12.53	f 2.22				7.14	8.54		10.19	10.22		3.50		8.39
DR **HILLSDALE** 2.1	62.8	6.45	f **8.47**	**10.03**		10.28		12.40PM	f 2.17				7.09	8.48		10.13	**10.13** **9.53**		3.30		8.28
EDENVALE 2.9	60.7	**6.40**	s 8.41	9.56		10.23			f 2.12				7.05	8.43		10.08	**9.28**		3.15		8.22
POMAR 2.8	57.8	6.35	8.36	9.50		10.18			2.05				7.00	8.36		10.03	9.13		3.00		8.13
DN COYOTE 3.0	55.0	6.30	s 8.29	9.46		10.13			s 1.58				6.55	8.28		**9.58**	**9.04**		2.40		8.05
PERRY 3.0	52.0	6.23	f 8.23	**9.42**		10.07			f 1.52				6.50	8.21		9.53	8.40		2.10		7.55
MADRONE 1.6	49.0	6.18	s 8.17	9.35		10.01			s 1.46				6.45	8.14		9.48	8.32		2.00		7.45
D MORGANHILL 1.3	47.4	**6.15**	s **8.13**	9.32		9.58			s **1.41**				s 6.42	8.10		9.46	**8.23** **7.55**		**1.41**		7.40
TENNANT 2.6	46.1	6.13	f **8.10**	9.30		**9.55**			f 1.37				6.39	8.07		9.43	7.38		1.05		7.32
D SAN MARTIN 2.4	43.5	6.08	s 8.05	**9.25**		9.50			s 1.31				6.34	8.00		9.38	7.32		12.55		7.17
RUCKER 2.1	41.1	6.03	f 8.00	9.21		9.45			f 1.25				6.30	7.55		9.33	7.25		12.45		7.05
ANIMAS (Spur) 1.5	39.0																				
DNR **GILROY** 2.4	37.5	s 5.55	s **7.50**	s **9.15**		s **9.37**	**11.30**AM		s 1.15	4.50PM			s **6.19**	7.35	8.50PM	s 9.25	**7.10**		**12.30**PM **11.40**AM	4.00PM	**6.45** **5.55**
R **CARNADERO** 1.2	35.1	5.45	7.45AM	9.10		9.28	11.20AM		1.08	4.45PM			6.12	7.23	8.45PM	9.19	7.00		11.30	3.45PM	5.40
MILLER 2.8	33.9	5.43		9.08		9.26			f 1.05				6.10	7.20		9.17	6.55		11.25		5.35
D SARGENT 1.9	31.1	5.36		9.03		9.21			s 12.58				6.05	7.13		9.12	6.43		**11.10**		**5.13**
BETABEL 3.0	29.2	5.31		**8.59**		9.18			12.53				6.01	7.08		9.08	6.35		**10.25**		4.45
D CHITTENDEN 1.0	26.2	5.24		8.53		s **9.12**			s 12.47				s 5.54	7.01		9.01	6.22		**10.08**		4.35
LOGAN 1.8	25.2	5.20		8.51		9.09			12.44				5.51	6.58		8.58	6.19		9.52		4.30
D AROMAS 2.3	23.4	f 5.16		8.47		9.06			s **12.40**				5.49	**6.50**		8.56	6.11		9.40		4.20
VEGA 2.9	21.1	5.10		8.42		9.02			f **12.35**				5.45	6.38		8.52	6.02		**9.25**		4.10
DNR **PAJARO** 5.7	18.2	s 5.00		s **8.35**		s **8.55**			s 12.25			s **5.30**PM	**5.40**PM	6.30 6.15		s 8.40	5.50		**9.05** **7.25**		4.00 3.25
ELKHORN 4.6	12.5	**4.45**		8.20		8.40			f 12.10PM			f 5.15		**6.00**		8.25	5.30		7.00		3.00
DNR **CASTROVILLE** 3.5	7.9	s 4.35		s 8.10	8.25AM	s 8.30AM			s 11.52AM		5.00PM	5.05PM		5.45PM		s 8.15	**5.15**		6.45 6.30		**2.45** **2.15**
COOPER 1.8	4.4	4.27		8.02	f 8.16				f 11.47		f 4.49					8.07	5.03		6.15		1.57
GRAVES 2.6	2.6	4.24		7.59	f 8.12				f 11.44		f 4.45					8.04	4.55		6.09		1.50
DNR **SALINAS**	0.0	4.20AM		7.55AM	8.05AM				**11.40**AM		4.40PM					**8.00**PM	s 4.45AM		**6.00**AM		**1.40**PM
(67.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tuesday and Friday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily
Time over District................		(2.40)	(1.15)	(2.20)	(0.20)	(2.10)	(0.10)	(0.20)	(2.50)	(0.05)	(0.20)	(0.25)	(1.40)	(3.15)	(0.05)	(2.25)	(5.45)		(10.00)	(0.15)	(7.05)
Average speed per hour...........		25.35	26.00	28.97	23.70	27.50	14.40	14.40	23.85	28.80	23.70	24.70	29.64	18.31	28.80	27.98	11.75		6.76	9.60	9.54

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Trains must obtain clearance cards before leaving Salinas.

No. 61 will stop at all stations.

No. 21 will stop at Elkhorn on Sundays and Wednesdays.

Eastward.

FROM SAN FRANCISCO—COAST DIVISION: Salinas and San Luis Obispo.—TOWARD SAN FRANCISCO.

Westward.

Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations	THIRD CLASS	SECOND CLASS	FIRST CLASS				Distance from San Francisco	Time Table No. 70 December 8, 1907	Distance from San Luis Obispo	FIRST CLASS				SECOND CLASS	THIRD CLASS
	334	244	10	24	22	18				9	23	21	17	243	333
	Way Freight	Manifest Freight	Sunset Express	San Luis Obispo Way Pass.	Coaster	New Orleans Passenger				Sunset Express	San Luis Obispo Way Pass.	Coaster	New Orleans Passenger	Manifest Freight	Way Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
		12.01 AM	4.00 PM	9.00 AM	8.00 AM	8.00 PM	0.0	**SAN FRANCISCO**	252.2	11.40 AM	4.00 PM	11.45 PM	8.30 AM	2.40 PM	
28,527 PTWF	7.00 AM	**12.15 PM**	**7.55 PM**	2.00 PM	**11.35 AM**	12.20 AM	118.3	DNR **SALINAS** 2.2	133.9	s 7.50 AM	s¶**11.20 AM**	s **7.55 PM**	s **4.15 AM**	**4.05 AM**	**12.15 PM**
1,145 Y	7.09	12.23	8.00	2.05	11.40	12.26	120.5	**SPRECKELS JUNC.** 4.8	131.7	7.46	11.15	7.50	4.08	3.50	11.58 AM
4,693	**7.39**	12.35	8.07	f 2.13	**11.48**	12.35	125.3	SPENCE 3.8	126.9	**7.39**	f 11.07	7.43	3.58	3.35	**11.48**
6,446	8.00	12.55	8.13	s 2.20	11.52	f 12.43	129.1	D CHUALAR 2.9	123.1	7.34	s **11.00**	7.37	f 3.50	3.18	**11.00**
2,640	8.20	1.06	8.17	2.25	11.57 AM	12.49	132.0	PENVIR 3.2	120.2	7.30	10.55	7.33	3.45	3.05	10.35
6,093	8.40	1.19	8.22	s 2.31	12.02 PM	f 12.57	135.2	D GONZALES 5.7	117.0	7.25	s 10.49	7.28	f 3.40	2.50	9.44
4,102	**9.20**	1.40	8.32	f 2.41	12.11	1.08	140.9	CAMPHORA 2.7	111.3	7.17	f 10.38	7.19	3.29	2.25	**9.20**
6,676 W	**9.40** **10.33**	1.50	8.37	s 2.46	12.15	s 1.14	143.6	DN SOLEDAD 4.3	108.6	7.12	s **10.33**	s 7.13	s 3.22	2.13	8.25
1,862	10.54	2.15	8.46	f 2.54	12.22	1.25	147.9	RIVERBANK 4.4	104.3	7.06	f 10.26	7.06	3.13	1.55	8.05
6,181	11.13	2.30	8.54	s 3.02	12.29	f **1.34**	152.3	D METZ 6.5	99.9	7.00	s 10.18	6.59	f 3.04	**1.34**	7.34
3,603	11.40 AM	2.55	9.06	f 3.14	12.42	1.48	158.8	COBURN 5.0	93.4	**6.49**	f 10.07	6.48	2.51	1.00	**6.49**
9,655 W	**12.05 PM** **1.05**	**3.22**	9.15	s **3.22**	**12.51**	s 1.58	163.8	DN KINGS CITY 3.4	88.4	6.41	s 9.59	6.40	s 2.40	12.37	5.45
2,617	1.20	3.50	9.22	3.28	12.56	2.07	167.2	WELBY 5.3	85.0	6.37	9.53	6.35	2.33	12.20 AM	5.25
6,258	1.40	4.15	9.31	s 3.38	1.05	f **2.22**	172.5	D SAN LUCAS 5.3	79.7	6.30	s 9.44	6.27	f **2.22**	11.59 PM	4.35
2,618	2.40	4.43	9.40	3.47	1.13	2.32	177.8	UPLAND 5.1	74.4	6.22	9.35	6.18	2.11	11.35	4.15
7,282 PWF	**3.00** **4.15**	5.10	f 9.49	s **3.57**	f 1.21	s **2.42**	182.9	DN SAN ARDO 3.5	69.3	s 6.09	s 9.24	f 6.03	s 1.58	11.15	**4.00** **2.37**
2,628	4.40	5.30	10.00	4.07	1.34	2.52	186.4	GETTY 3.3	65.8	6.04	9.18	5.58	1.52	11.00	2.20
3,996	4.55	**5.53**	10.05	f 4.12	1.39	2.58	189.7	WUNPOST 6.3	62.5	5.59	f 9.13	**5.53**	1.46	10.45	2.05
4,702	**5.41**	6.17	**10.16**	s 4.24	1.50	f 3.11	196.0	D BRADLEY 5.5	56.2	5.47	s 9.02	**5.41**	f **1.33**	**10.16**	**1.33**
6,515	6.05	6.36	10.26	f 4.33	1.59	3.22	201.5	NACIMIENTO 5.5	50.7	5.38	f 8.53	5.32	1.22	9.54	1.00 AM
8,037 W	6.30	6.56	10.36	s 4.43	2.08	s 3.33	207.0	DN SAN MIGUEL 4.1	45.2	5.29	s 8.43	5.23	s 1.10	9.35	11.59 PM
3,500	7.00	7.12	10.44	4.51	2.15	3.41	211.1	WELLSONA 5.3	41.1	5.22	8.36	5.17	1.01	9.21	11.45
12,073 W	**7.20** **8.00**	**7.30**	s **10.52**	s **5.05**	s 2.24	s 3.51	216.4	DN PASO ROBLES 5.4	35.8	s 5.10	s 8.27	s **5.05**	s 12.48	9.05	**10.52**
4,093	**8.45**	7.56	11.05	5.20	2.40	f 4.03	221.8	D TEMPLETON 3.2	30.4	5.00	s 8.18	4.57	f 12.38	**8.45**	10.10
3,999	9.10	8.03	11.10	f 5.26	2.46	4.10	225.0	ASUNCION 3.2	27.2	4.55	f 8.13	4.51	12.32	8.30	10.00
3,700	**9.45**	**8.15**	11.15	f 5.34	2.51	4.16	228.2	ATASCADERO 2.2	24.0	4.50	f 8.08	4.46	12.26	**8.15**	**9.45**
2,827	9.52	8.30	11.19	5.39	2.55	4.21	230.4	EAGLET 5.1	21.8	4.46	f 8.04	4.42	12.21	8.05	9.37
10,219 PYW	10.10	**8.55**	s 11.30	s 5.50	s 3.05	s **4.35**	235.5	DNR STA. MARGARITA 3.5	16.2	s **4.35**	s 7.55	s 4.30	s 12.05 AM	7.40	**8.55**
5,448	10.37	9.22	**11.50 PM**	6.01	3.20	4.55	239.0	CUESTA 1.1	13.2	4.20	7.45	4.18	**11.50 PM**	7.20	8.38
299							240.8	THYLE (Spur) 3.5	12.1						
3,065 W	11.05	9.56	12.07 AM	f 6.16	3.38	5.13	243.6	DN SERRANO 2.7	8.6	4.03	f 7.29	4.00	11.33	6.47	8.04
2,063	**11.23**	10.16	12.17	**6.25**	**3.50**	5.24	246.3	CHORRO 1.6	5.9	3.53	7.20	**3.50**	**11.23**	**6.25**	7.44
3,865	11.34	10.28	12.25	6.30	4.00	5.31	247.9	GOLDTREE 3.1	4.3	3.45	7.15	3.35	11.15	5.50	7.32
6,122	11.52	10.48	12.35	6.42	4.12	5.45	251.0	HATHAWAY AVE. 1.2	1.2	3.34	7.03	3.29	11.04	5.30	7.09
29,162 PTWFO	11.59 PM	**10.55 PM**	s 12.40 AM	6.45 PM	s 4.15 PM	s 5.50 AM	252.2	DNR **S. LUIS OBISPO**	0.0	3.30 AM	7.00 AM	3.25 PM	**11.00 PM**	5.20 PM	7.00 PM
	Arrive Daily Ex. Sunday.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(133.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Saturday
	(16.59)	(10.40)	(4.45)	(4.45)	(4.40)	(5.30)		.........Time over District.......		(4.20)	(4.20)	(4.30)	(5.15)	(10.45)	(17.15)
	7.88	12.47	28.19	28.19	28.69	24.34		......Average speed per hour......		30.90	30.90	29.71	25.40	12.47	7.77

Automatic Block.

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Trains must obtain clearance cards before leaving Salinas and San Luis Obispo.

Eastward. FROM SAN FRANCISCO—COAST DIVISION: San Luis Obispo and Santa Barbara—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations.	THIRD CLASS	SECOND CLASS	FIRST CLASS				Distance from San Francisco	Time Table No. 70 December 8, 1907	Distance from Santa Barbara.	FIRST CLASS				SECOND CLASS	THIRD CLASS
	334	244	22	66	18	10				21	67	17	9	243	333
	Local Freight	Manifest Freight	Coaster	Santa Barbara Way Passenger	New Orleans Passenger	Sunset Express				Coaster	San Luis Obispo Way Passenger	New Orleans Passenger	Sunset Express	Manifest Freight	Way Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
		12.01 AM	8.00 AM		8.00 PM	4.00 PM	0.0	**SAN FRANCISCO**	371.2	11.45 PM		8.30 AM	11.40 AM	2.40 PM	
29,162 PTWFO	7.00 AM	4.55 AM	**4.20 PM**	10.30 AM	6.00 AM	12.45 AM	252.2	DNR **S. LUIS OBISPO** 5.7	119.0	s 3.20 PM	**4.20 PM**	s 10.50 PM	s 3.20 AM	5.00 PM	4.00 PM
4,474 IP	7.20	5.25	**4.30**	s 10.40	f 6.15	12.55	257.9	D EDNA P. C. R. R. Crossing. 2.1	113.3	3.10	s **4.10**	f 10.41	3.10	**4.30** **4.00**	3.45
1,430	7.25	5.31	4.34	f 10.44	6.20	12.59	260.0	TIBER 3.1	111.2	3.03	f 4.06	10.34	3.03	3.40	3.15
810	7.30	5.44	4.40	f 10.49	f 6.27	1.06	263.1	PIZMO (Spur) 1.1	108.1	2.58	f 4.01	f 10.29	2.58	3.26	3.00
3,660	7.32	5.49	4.42	f 10.51	6.30	1.09	264.2	GROVER 1.8	107.0	**2.56**	f 3.59	10.27	2.56	3.23	**2.56**
7,470 W	8.05	5.55	s 4.46	s 10.56	s 6.36	1.13	266.0	D OCEANO 3.9	105.2	s 2.53	s 3.56	f 10.23	2.51	3.17	2.35
2,645	8.14	6.09	4.52	f 11.04	6.44	1.18	269.9	CALLENDER 2.6	101.3	2.47	f 3.49	10.15	2.44	3.05	2.15
5,551	8.20	6.19	4.57	11.09	6.50	1.23	272.5	BROMELA 4.0	98.7	**2.42**	f 3.44	10.10	2.39	**2.42**	2.00
10,637 W	9.10	**6.59**	s 5.04	s 11.18	s **6.59**	s 1.30	276.5	DN **GUADALUPE** 4.3	94.7	s 2.35	s 3.37	s 9.58	s 2.29	2.11	1.10
3,344	9.22	7.30	5.12	11.26	7.09	1.39	280.8	WALDORF 4.0	90.4	2.27	3.28	9.50	2.20	1.53	12.50
3,048	9.33	7.55	5.19	11.34	7.18	1.48	284.8	SCHUMAN 2.7	86.4	2.20	3.22	9.42	2.13	1.35	12.33
5,494	9.55	8.02	5.24	s 11.39	f 7.23	1.53	287.5	D CASMALIA 2.5	83.7	2.13	s 3.16	f 9.33	2.04	1.15	12.20
2,170	10.00	8.19	5.29	f 11.44	7.28	**2.00**	290.0	ANTONIO 3.2	81.2	2.09	f 3.11	9.28	**2.00**	1.04	12.10 PM
4,335	10.08	8.35	5.35	**11.51**	f 7.35	2.10	293.2	NARLON 4.0	78.0	2.04	3.06	f 9.22	1.52	12.54	**11.51 AM**
4,472	10.20	9.00	5.42	11.59 AM	7.43	2.17	297.2	TANGAIR 5.5	74.0	1.57	3.00	9.15	1.45	12.40	11.25
6,576 PYWF	**10.32** **11.15**	9.15	s 5.52	s **12.10 PM**	s 7.53	s 2.27	302.7	DNR **SURF** 5.3	68.5	s 1.42	s 2.50	s 9.00	s 1.30	**12.10 PM**	**11.00** **10.40**
4,212	**11.45**	9.48	6.05	12.25	8.10	2.40	308.0	HONDA 4.6	63.2	1.33	2.41	8.50	1.21	**11.45 AM**	10.20
2,580	11.59 AM	**10.04**	6.12	12.35	8.20	2.48	312.6	ARGUELLO 4.8	58.6	1.25	2.34	8.43	1.13	11.20	**10.04**
4,262	12.20 PM	10.25	6.21	s 12.44	f 8.30	2.57	317.4	DN SUDDEN 3.2	53.8	1.17	s 2.26	f 8.34	1.06	10.58	9.44
2,610 W	12.30	**10.43**	6.26	f 12.50	8.36	3.03	320.6	JALAMA 4.7	50.6	1.11	f 2.20	8.28	1.00	**10.43**	9.31
7,912	**1.02**	11.02	6.34	s **1.02**	f 8.46	3.12	325.3	D CONCEPCION 4.6	45.9	**1.02**	s 2.12	f 8.18	12.53	10.20	9.15
2,612	1.19	11.20	6.42	1.12	8.55	3.20	329.9	GATO 1.0	41.3	12.54	2.04	8.11	12.45	9.55	9.00
1,231	1.22	11.23	6.44	f 1.14	f **8.57**	3.22	331.0	SAN AUGUSTINE 3.2	40.2	12.52	f 2.02	f 8.09	12.43	9.50	**8.57**
1,093	1.29	11.36	6.49	f 1.20	f 9.03	3.27	334.2	DRAKE 0.6	37.0	12.46	f 1.56	f 8.04	12.38	9.37	8.42
2,610	1.30	11.38	6.50	f 1.21	9.04	3.28	334.8	SACATE 4.6	36.4	12.45	f 1.55	8.03	12.37	9.35	8.40
5,366 WP	**1.45**	11.50	6.59	s 1.31	s **9.13**	3.37	339.4	DN GAVIOTA 3.2	31.8	12.37	s **1.45**	s 7.53	12.30	**9.13**	8.20
2,594	2.05	11.58 AM	7.04	**1.40**	9.21	3.43	342.6	LENTO 3.1	28.6	12.30	**1.40**	7.47	12.20	9.03	8.00
4,294	2.20	**12.23 PM**	7.09	f 1.48	f 9.26	3.48	345.7	TAJIGUAS 2.9	25.5	**12.23**	f 1.33	f 7.42	12.13	8.52	7.35
1,573	2.25	12.39	7.14	f 1.53	f 9.31	3.54	348.6	ORELLA (Spur) 1.3	22.6	12.16	f 1.27	f 7.37	12.06	8.42	7.25
2,610	2.29	12.45	7.16	f 1.57	f 9.34	3.57	349.9	CAPITAN 5.1	21.3	12.13	f 1.24	7.34	12.03 AM	8.37	7.20
6,204 W	2.50	**1.13**	**7.25**	s 2.06	s 9.44	4.05	355.0	DN NAPLES 3.9	16.2	12.05 PM	s **1.13**	s **7.25**	11.55 PM	8.10	7.10
4,550	3.15	1.31	7.36	f 2.19	f 9.54	4.15	358.9	ELLWOOD 1.2	12.3	11.58 AM	f 1.05	f 7.13	11.47	7.57	6.45
1,742	3.20	1.36	7.38	f 2.21	9.56	4.17	360.1	COROMAR 1.6	11.1	11.56	f 1.01	7.11	11.45	7.53	6.36
1,561	3.25	1.42	7.41	2.24	9.59	4.20	361.7	LA PATERA 1.1	9.5	11.54	12.58	7.08	11.42	7.48	6.33
4,417	4.00	1.47	7.43	s 2.27	s 10.02	4.22	362.8	D GOLETA 3.7	8.4	11.52	s 12.56	s 7.03	11.40	7.44	6.30
4,353	4.20	2.10	7.53	f 2.35	10.10	4.30	366.5	IRMA 4.7	4.7	11.47	12.48	6.55	11.33	7.32	6.15
PTWFO	5.00 PM	2.30 PM	s 8.05 PM	2.45 PM	s 10.20 AM	s 4.40 AM	371.2	DNR **SANTA BARBARA**	0.0	11.40 AM	12.40 PM	6.45 PM	11.25 PM	7.20 AM	6.00 AM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(119.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(10.00)	(9.35)	(3.45)	(4.15)	(4.20)	(3.55)		……………… Time over District ………………		(3.40)	(3.40)	(4.05)	(3.55)	(9.40)	(10.00)
	11.90	12.41	31.73	28.00	27.46	30.34		……………… Average speed per hour ………………		32.45	32.45	29.10	30.34	12.31	11.90

Automatic Block.

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Trains must obtain clearance cards before leaving San Luis Obispo and Santa Barbara.

Nos. 17, 18, 66 and 67 will stop at Light-house road crossing, just west of Arguello siding, for passengers when flagged.

Eastward.

FROM SAN FRANCISCO—COAST DIVISION: San Francisco and San Bruno.

Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations.	THIRD CLASS	FIRST CLASS					Distance from San Francisco		Time Table No. 70 December 8, 1907	
	342	60	76	74	72	70				
	Way Freight	San Jose Way Pass.	San Bruno Way Pass.	San Bruno Way Pass.	San Bruno Way Pass.	San Bruno Way Pass.				
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS	
		11.45PM	5.25PM	2.40PM	11.00AM	6.30AM	0.0 0.7		SAN FRANCISCO DNR THIRD STREET 0.5	DoubleTrack.
TWFO	5.10AM	11.47	5.27	2.42	11.02	6.32	1.2	Automatic Block.	CHANNEL STREET 0.9	
P	5.20	11.51	5.31	2.46	11.06	6.36	2.1		EIGHTEENTH STREET 1.0	
755	5.30	s 11.55	s 5.35	s 2.50	s 11.10	s 6.40	3.1		VALENCIA STREET 1.3	
2,178	5.35	11.59PM	f 5.40	f **2.55**	f 11.15	f 6.44	4.4		BERNAL 1.2	
4,095	5.45	12.01AM	f 5.43	f 2.58	f 11.17	f 6.47	5.5		ELKTON 1.2	
7,321	6.00	s 12.05	s 5.46	s 3.01	s 11.20	s 6.50	6.7		D OCEAN VIEW 1.1	Double Track.
8,255 Y		12.07	f 5.48	f 3.03	f 11.22	f 6.52	7.8		SPRING VALLEY 0.7	
3,641		12.08	f 5.50	f 3.04	f 11.24	f 6.53	8.5		UNION PARK 0.4	
2,010		s 12.09	s 5.52	s 3.05	s 11.26	s 6.55	8.9		COLMA 0.5	
			f	f	f	f	9.4		WOODLAWN 0.1	
554			f	f	f	f	9.5		GREENLAWN 0.1	
			f	f	f	f	9.6		ETERNAL HOME 0.1	
			f	f	f	f	9.7		MT. OLIVET 0.1	
		12.10	f 5.56	f 3.10	f 11.32	f 6.58	9.8		SHOLIM 0.3	
577		12.11	f 5.57	f 3.12	f 11.36	f 6.59	10.1		EMANUEL 0.2	
			f	f	f	f	10.3		CYPRESS LAWN 0.4	
1,235 P	8.45	12.13	f 6.00	f 3.15	s 11.40	f 7.02	10.7		HOLY CROSS 1.2	
2,488 W	8.50	12.16	f 6.05	f 3.18	f 11.45	f 7.05	11.9		**BADEN**	
2,488 W							11.9		**BADEN** 1.4	
2,991							13.3		DN SO. SAN FRANCISCO 0.8	Double Track
								Automatic Block	**TANFORAN** Y 0.6	
920 IY							14.7		DNR **SAN BRUNO**	
2,488 W	8.50	12.16	6.05	3.18	11.45	7.05	11.9		**BADEN** 1.5	
6,698	8.58	12.18	f 6.08	f 3.22	f 11.48	f **7.08**	13.4		**TANFORAN** 0.6	
920 IY	9.00AM	12.20AM	6.10PM	s 3.25PM	11.50AM	7.10AM	14.7		DNR **SAN BRUNO**	
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
	(3.50)	(0.35)	(0.45)	(0.45)	(0.50)	(0.40)			................Time over District.	
	3.83	25.20	19.60	19.60	17.64	22.05			..............Average speed per hour.	

☞NOTE.—See pages 2, 3, 4 and 5 for additional trains between San Francisco and San Jose, scheduled via Visitacion, which will use double track east of South San Francisco jointly with trains scheduled via Ocean View. Trains via Visitacion must be given preference.

Ocean View and South San Francisco will be train order offices where semaphores will be maintained.

On double track between San Francisco and San Jose THIRD-CLASS and EXTRA TRAINS will move with the Current of traffic being governed by Automatic Block Signals, and must clear the time of FIRST-CLASS TRAINS as required by Rule D 86.

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72 and D 72.

Trains must obtain clearance cards before leaving San Francisco.

	Time Table No. 70 December 8, 1907	Distance from San Bruno	FIRST CLASS					THIRD CLASS
			35	71	73	75	77	341
			San Francisco Way Pass.	San Francisco Way Pass.	San Francisco Way Pass.	San Francisco Way Pass.	San Francisco Way Pass.	Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
Double Track.	**SAN FRANCISCO** DNR THIRD STREET 0.5	14.7 14.0	7.45AM	8.10AM	1.50PM	4.25PM	7.15PM	
Automatic Block.	CHANNEL STREET 0.9	13.5	7.43	8.08	1.48	4.23	7.13	3.10PM
	EIGHTEENTH STREET 1.0	12.6	7.39	8.04	1.44	4.19	7.09	3.07
	VALENCIA STREET 1.3	11.6	s 7.35	s 8.00	s 1.40	s 4.15	s 7.05	3.00
	BERNAL 1.1	10.3	f 7.30	f 7.55	f 1.36	f 4.11	f 7.01	**2.55**
	ELKTON 1.2	9.2	f 7.28	f 7.52	f 1.34	f 4.08	f 6.58	2.30
Double Track.	D OCEAN VIEW 1.1	8.0	s 7.25	s 7.49	s 1.31	s 4.05	s 6.54	2.00
	SPRING VALLEY 0.7	6.9	f 7.23	f 7.47	f 1.29	f 4.03	f 6.52	
	UNION PARK 0.4	6.2	f 7.21	f 7.45	f 1.27	f 4.01	f 6.50	
	COLMA 0.5	5.8	s 7.19	s 7.43	s 1.25	s 3.59	s 6.47	
	WOODLAWN 0.1	5.3	f	f	f	f	f	
	GREENLAWN 0.1	5.2	f	f	f	f	f	
	ETERNAL HOME 0.1	5.1	f	f	f	f	f	
	MT. OLIVET 0.1	5.0	f	f	f	f	f	
	SHOLIM 0.3	4.9	f 7.17	f 7.38	s 1.19	s 3.55	f 6.42	
	EMANUEL 0.2	4.6	7.16	f 7.37	s 1.16	s 3.52	f 6.38	
	CYPRESS LAWN 0.4	4.4	f	f	f	f	f	
	HOLY CROSS 1.2	4.0	f 7.15	f 7.34	f 1.14	f 3.49	f 6.35	1.35
	BADEN	2.8	7.11	7.30	1.10	3.46	6.31	1.25
	BADEN 1.4	2.8						
Double Track.	DN SO. SAN FRANCISCO 0.8	1.4						
Automatic Block	**TANFORAN Y** 0.6	0.6						
	DNR **SAN BRUNO**	0.0						
	BADEN 1.5	2.1	f 7.11	f 7.30	f 1.10	f 3.46	f 6.31	1.25
	TANFORAN 0.6	0.6	**7.08**	7.27	1.07	3.42	6.27	1.20
	DNR **SAN BRUNO**	0.0	7.05AM	7.25AM	**1.05PM**	3.40PM	6.25PM	**1.15PM**
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	Time over District		(0.40)	(0.45)	(0.45)	(0.45)	(0.50)	(1.55)
	Average speed per hour		22.50	19.60	19.60	19.60	17.64	7.66

☞ NOTE.—See pages 2, 3, 4 and 5 for additional trains between San Francisco and San Jose, scheduled via Visitacion, which will use double track east of South San Francisco jointly with trains scheduled via Ocean View. Trains via Visitacion must be given preference.

On double track between San Jose and San Francisco THIRD-CLASS and EXTRA TRAINS will move with current of traffic, being governed by Automatic Block Signals, and must clear the time of FIRST-CLASS trains as required by Rule D-86.

Ocean View and South San Francisco will be train order offices where semaphores will be maintained.

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72 and D 72.

Eastward.

FROM SAN FRANCISCO—COAST DIVISION: Pajaro and Santa Cruz.

Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations.	THIRD CLASS 266 Santa Cruz Way Freight Leave Daily Ex. Sunday	FIRST CLASS 96 Santa Cruz Passenger Leave Daily	94 Santa Cruz Passenger Leave Daily	92 Santa Cruz Passenger Leave Daily	32 Santa Cruz Passenger Leave Daily	90 Santa Cruz Passenger Leave Daily	Distance from San Francisco		Time Table No. 70 December 8, 1907 **STATIONS**
		4.00PM	3.00PM	9.00AM	7.00AM		0.0		**SAN FRANCISCO**
22,375 PYW	7.00AM	8.45PM	5.50PM	12.50PM	10.35AM	9.00AM	100.1	DNR	**PAJARO** 1.7
23,558	7.20	s 8.55	s 6.00	s 1.00	s 10.45	s 9.10	101.8	D	WATSONVILLE P. V. R. R. crossing. 2.0
1,828	7.40	f 9.00	f 6.05	f 1.05	f 10.50	f 9.15	103.8		LAGUNA 3.3
721	7.50	f 9.10	f **6.15**	f 1.15	f 11.00	f 9.25	107.1		ELLICOTT 1.9
279		f	f	f	f	f	109.0		MANRESA (Spur) 0.8
591		f	f	f	f	f	109.8		LEONARD (Spur) 2.2
568	8.05	9.21	6.26	1.26	11.11	9.36	112.0		FARLEY 0.6
4,586 Y	**8.15**	s 9.23	s 6.28	s **1.28**	s 11.13	s **9.38**	112.6	DR	APTOS 1.5
		f	f	f	f	f	114.1		NEW BRIGHTON (No Siding) 1.7
1,680	8.35	s 9.33	s 6.38	s 1.38	s **11.23**	s 9.48	115.8	D	CAPITOLA 0.6
5,393							116.4		OPAL (Spur) 1.1
		f	f	f	f	f	117.5		DELMAR (No Siding) 1.0
350		f	f	f	f	f	118.5		TWIN LAKES (Spur) 0.6
		f	f	f	f	f	119.1		SEABRIGHT (No Siding) 1.4
10,642 PTWF	9.00AM	s 9.50PM	6.55PM	1.55PM	11.40AM	10.05AM	120.5	DR	**SANTA CRUZ**
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(20.4)
	(2.00) 10.25	(1.05) 18.33	(1.05) 18.33	(1.05) 18.33	(1.05) 18.33	(1.05) 18.33			..................Time over District ....Average speed per hour

Eastward.

FROM SAN FRANCISCO—COAST DIVISION: Castroville and Pacific Grove.

Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations	THIRD CLASS 272 Pacific Grove Mixed Leave Daily Ex. Sunday	FIRST CLASS 110 Pacific Grove Passenger Leave Daily	28 Del Monte Express Leave Daily	108 Pacific Grove Passenger Leave Daily	106 Pacific Grove Passenger Leave Daily	102 Pacific Grove Passenger Leave Daily	62 Express Leave Daily	104 Pacific Grove Passenger Leave Sunday only	Distance from San Francisco		Time Table No. 70 December 8, 1907 **STATIONS**
		4.00PM	3.00PM	9.00AM	8.00AM	7.00AM	4.45AM		0.0		**SAN FRANCISCO**
10,843 PYW	8.45AM	8.20PM	6.10PM	1.10PM	12.01PM	**11.00AM**	10.05AM	**8.30AM**	110.4	DNR	**CASTROVILLE** 2.1
1,162	8.50	f 8.25	6.15	f 1.15	12.06	f 11.05	10.15	f 8.35	112.5		MOROCOJO P. V. R. R. crossing. 1.3
1,345	8.54	f 8.30	6.20	f 1.20	12.10	f 11.10	10.20	f 8.40	113.8		NEPONSET 1.7
652	8.59	f 8.35	6.25	f 1.25	12.15	f 11.15	10.25	f 8.44	115.5		BARDIN 4.3
1,202	9.14	f 8.42	6.32	f **1.32**	12.22	f 11.22	**10.38**	f 8.51	119.8		GIGLING 3.6
1,457	9.29	f 8.49	6.39	f 1.39	**12.29**	f 11.29	10.45	f 8.58	123.4		SEASIDE 0.8
550									124.2		VIDRIO (Spur) 0.8
4,044	9.35	s 8.53	s **6.43**	s 1.43	s 12.33	s 11.32	10.50	s 9.01	125.0	D	DEL MONTE 0.8
3,779	9.40	s 8.58	s 6.48	s 1.48	s **12.38**	s 11.35	10.55	s 9.06	125.8	D	MONTEREY 1.1
573									126.9		HOFFMAN AVE. 1.5
5,549 TWF	9.55AM	9.10PM	7.00PM	2.00PM	12.50PM	11.45AM	11.05AM	9.15AM	128.4	DR	**PACIFIC GROVE** 1.8
2,168									130.2		**LAKE MAJELLA**
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday only			(18.0)
	(1.10) 15.42	(0.50) 21.60	(0.50) 21.60	(0.50) 21.60	(0.50) 21.60	(0.45) 24.00	(1.00) 18.00	(0.45) 24.00			..................Time over District ....Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

No. 62 will stop at all Stations.

COAST DIVISION: Pajaro and Santa Cruz—TOWARD SAN FRANCISCO.

Westward.

Time Table No. 70 December 8, 1907		Distance from Santa Cruz	FIRST CLASS					THIRD CLASS
			91	**93**	**95**	**31**	**97**	**267**
			Pajaro Passenger	Pacific Grove Passenger	Pajaro Passenger	Santa Cruz Passenger	Pajaro Passenger	Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
	SAN FRANCISCO	120.5	12.05PM		4.00PM	8.45PM	11.45PM	
DNR	**PAJARO** 1.7	20.4	8.45AM	s 10.15AM	12.15PM	s 5.30PM	6.45PM	3.00PM
D	WATSONVILLE P. V. R. R. crossing. 2.0	18.7	s 8.40	s 10.05	s 12.05PM	s 5.22	s 6.35	2.45
	LAGUNA 3.3	16.7	f 8.34	f 9.58	f 11.59AM	5.17	f 6.30	2.10
	ELLICOTT 1.9	13.4	f 8.27	f 9.51	f 11.49	f 5.07	f **6.15**	2.00
	MANRESA (Spur) 0.8	11.5	f	f	f	f	f	
	LEONARD (Spur) 2.2	10.7	f	f	f	f	f	
	FARLEY 0.6	8.5	8.17	9.40	11.37	4.57	6.02	1.35
DR	APTOS 1.5	7.9	s **8.15**	s **9.38**	s 11.35	s 4.55	s 6.00	**1.28**
	NEW BRIGHTON (No Siding) 1.7	6.4	f	f	f	f	f	
D	CAPITOLA 0.6	4.7	s 8.05	s 9.28	s **11.23**	s 4.45	s 5.50	12.55
	OPAL (Spur) 1.1	4.1						
	DELMAR (No. Siding) 1.0	3.0	f	f	f	f	f	
	TWIN LAKES (Spur) 0.6	2.0	f	f	f	f	f	
	SEABRIGHT (No Siding) 1.4	1.4	f	f	f	f	f	
DR	**SANTA CRUZ**	0.0	7.50AM	9.10AM	11.05AM	4.30PM	5.35PM	12.30PM
	(20.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	Time over District		(0.55)	(1.05)	(1.10)	(1.00)	(1.10)	(2.30)
	Average speed per hour		22.25	18.33	17.49	20.40	17.49	8.10

COAST DIVISION: Castroville and Pacific Grove—TOWARD SAN FRANCISCO.

Westward.

Time Table No. 70 December 8, 1907		Distance from Pacific Grove	FIRST CLASS							THIRD CLASS
			27	**103**	**105**	**107**	**101**	**61**	**109**	**271**
			Del Monte Express	Castroville Passenger	Castroville Passenger	Salinas Passenger	Santa Cruz Passenger	Express	Castroville Passenger	Castroville Mixed
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sun. only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
	SAN FRANCISCO	128.4	12.05PM	4.00PM			8.45PM		11.45PM	
DNR	**CASTROVILLE** 2.1	18.0	s **8.30AM**	**11.00AM**	1.00PM	s 2.55PM	s 5.05PM	5.45PM	7.20PM	2.30PM
	MOROCOJO P. V. R. R. crossing 1.3	15.9	8.25	f 10.55	f 12.53	f 2.45	f 4.58	5.40	f 7.10	2.10
	NEPONSET 1.7	14.6	8.22	f 10.50	f 12.48	f 2.41	s 4.53	5.36	f 7.06	2.00
	BARDIN 4.3	12.9	8.18	f 10.45	f 12.43	f 2.36	f 4.47	5.32	f 7.01	1.50
	GIGLING 3.6	8.6	8.11	f **10.38**	f 12.36	f 2.29	f 4.40	5.24	f 6.54	**1.32**
	SEASIDE 0.8	5.0	8.04	f 10.31	f **12.29**	f 2.22	f 4.33	5.18	f 6.47	1.20
	VIDRIO (Spur) 0.8	4.2								
D	DEL MONTE 0.8	3.4	s 8.00	s 10.28	s 12.25	s 2.18	s 4.30	5.15	s **6.43**	1.15
D	MONTEREY 1.1	2.6	s 7.48	s 10.20	s 12.20	s 2.15	s 4.25	5.08	s 6.38	**12.38**
	HOFFMAN AVE. 1.5	1.5								
DR	**PACIFIC GROVE** 1.8	0.0	7.40AM	10.10AM	12.10PM	2.05PM	4.15PM	5.00PM	6.30PM	12.20PM
	LAKE MAJELLA	0.0								
	(18.0)		Leave Daily	Leave Daily	Leave Daily	Leave Sun. only	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	Time over District		(0.50)	(0.50)	(0.50)	(0.50)	(0.50)	(0.45)	(0.50)	(2.10)
	Average speed per hour		21.60	21.60	21.60	21.60	21.60	24.00	21.60	

Nos. 271 and 272 will carry passengers.

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

No. 267 will do Loma Prieta work Tuesdays and Fridays.

No. 61 will stop at all stations.

Eastward. FROM SAN FRANCISCO—COAST DIVISION: Carnadero and Tres Pinos—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations	THIRD CLASS	FIRST CLASS				Distance from San Francisco		Time Table No. 70 December 8, 1907	Distance from Tres Pinos	FIRST CLASS				THIRD CLASS
	338	30	86	84	82					29	83	85	87	337
	Way Freight	Tres Pinos Way Pass.	Tres Pinos Passenger	Tres Pinos Passenger	Hollister Passenger					Tres Pinos Way Pass.	Gilroy Passenger	Gilroy Passenger	Gilroy Passenger	Way Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
		3.20PM	3.00PM	9.00AM	7.00AM	00.0		**SAN FRANCISCO**	101.2	10.25AM	4.00PM		11.45PM	
	8.00AM	6.10PM	5.10PM	12.01PM	9.55AM	83.2	R	**CARNADERO**	18.0	7.45AM	11.20AM	4.45PM	8.45PM	3.45PM
								0.7						
1,322						83.9		PLANTEL	17.3					
								2.1						
2,463						86.0		LUZON (Spur)	15.2					
								4.4						
681	8.25	f 6.26	f 5.26	f 12.16	f 10.11	90.4		HUDNER	10.6	f 7.28	f 11.03	f 4.28	f 8.30	2.50
								4.6						
17,969 TW	9.30	s 6.35	s 5.35	s **12.25**	10.20AM	95.0	DR	HOLLISTER	6.2	s 7.20	10.55AM	s 4.20	s 8.20	**12.25**
								6.2						
4,760 T	10.15AM	6.55PM	5.55PM	12.45PM		101.2	DR	**TRES PINOS**	0.0	7.00AM		4.00PM	8.00PM	12.01PM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(18.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(2.15)	(0.45)	(0.45)	(0.44)	(0.25)			Time over District		(0.45)	(0.25)	(0.45)	(0.45)	(3.45)
	8.00	24.00	24.00	24.00	28.35			Average speed per hour		24.00	28.32	24.00	24.00	3.15

Eastward. FROM SAN FRANCISCO—COAST DIVISION: Surf and Lompoc—TOWARD SAN FRANCISCO Westward

Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations	FIRST CLASS				Distance from San Francisco		Time Table No. 70 December 8, 1907	Distance from Lompoc	FIRST CLASS			
	138	136	134	132					131	133	135	137
	Lompoc Passenger	Lompoc Mixed	Lompoc Passenger	Lompoc Passenger					Surf Mixed	Surf Passenger	Surf Passenger	Surf Passenger
	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	8.00AM			8.00PM	0.0		**SAN FRANCISCO**	312.3			11.45PM	8.30AM
6,576 YWC	6.00PM	3.00PM	12.10PM	8.05AM	302.7	DNR	**SURF**	9.6	7.45AM	12.05PM	1.35PM	5.45PM
							1.1					
1,831	6.05	3.10	12.15	8.10	303.8		BARODA	8.5	7.35	12.01PM	1.30	5.40
							8.5					
9,428 T	6.25PM	3.45PM	12.35PM	8.30AM	312.3	DR	**LOMPOC**	0.0	7.00AM	11.40AM	1.10PM	5.20PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(9.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(0.25)	(0.45)	(0.25)	(0.25)			Time over District		(0.45)	(0.25)	(0.25)	(0.25)
	23.04	11.80	23.04	23.04			Average speed per hour		11.80	23.04	23.04	23.04

Eastward. FROM S. F.—COAST DIV: Hillsdale and New Almaden—TOWARD S. F. Westward

Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations	FIRST CLASS	Distance from San Francisco		Time Table No. 70 December 8, 1907	Distance from New Almaden	FIRST CLASS
	80					81
	New Almaden Way Pass.					San Jose Way Pass.
	Leave Tuesday and Friday			STATIONS		Arrive Tuesday and Friday
	8.00AM	0 0		**SAN FRANCISCO**	63.3	3.20PM
5,003	10.05AM	55.5	DR	**HILLSDALE**	7.8	s 12.35PM
				3.5		
1,790	f 10.15	59.0		ALAMITOS	4.3	f 12.25
				0.9		
588 WY	f 10.20	59.9		SEALS	3.4	f 12.01PM
				1.5		
668	s 10.35	61.4		GREYSTONE	1.9	s 11.55AM
				1.9		
2,835 TW	10.50AM	63.3	DR	**NEW ALMADEN**	0.0	11.45AM
	Arrive Tuesday and Friday			(7.8)		Leave Tuesday and Friday
	(0.45)			Time over District		(0.50)
	11.70			Average speed per hour		9.36

Eastward. FROM SAN FRANCISCO—COAST DIVISION: Santa Cruz and Davenport—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations	THIRD CLASS		Distance from San Francisco		Time Table No. 70 December 8, 1907	Distance from Davenport	THIRD CLASS	
	154	152					151	153
	Davenport Mixed	Davenport Mixed					Santa Cruz Mixed	Santa Cruz Mixed
	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily
	7.00AM		0.0		**SAN FRANCISCO**	131.9	4.00PM	8.45PM
10,642 PFWT	11.50AM	7.00AM	120.5	D.R	**SANTA CRUZ**	11.4	10.50AM	4.20PM
					1.8			
2,600	12.01PM	7.10	122.3		ORBY	9.6	10.35	4.05
					4.8			
2,500	12.30	7.40	127.1		GODOLA	4.8	10.05	3.35
					4.8			
13,850	1.05PM	8.10AM	131.9	R	**DAVENPORT**	0.0	9.35AM	3.05PM
	Arrive Daily	Arrive Daily			11.4		Leave Daily	Leave Daily
	(1.15)	(1.10)			Time over District		(1.15)	(1.15)
	9.12	9.77			Average speed per hour		9.12	9.12

Ingleside Branch extends from Spring Valley to Ingleside; distance 1.6 miles.
Spreckels Branch extends from Spreckels Junction to Spreckels; distance 2.8 miles.
Betteravia Branch extends from Guadalupe to Betteravia; distance 4.8 miles.
Loma Prieta Branch extends from Aptos to Loma Prieta; distance 4.0 miles.
} Service on these Branches performed by Extras only.

Trains must obtain clearance cards before leaving Tres Pinos, Lompoc and New Almaden, when operator is on duty.

Westward trains are superior to trains of the same class in opposite direction. See Rule 72.

RATING OF LOCOMOTIVES—COAST DIVISION.

Classification.	ENGINE NUMBERS.	Boiler Pressure	SAN FRANCISCO TO SALINAS		SALINAS TO SAN FRANCISCO		SALINAS TO SANTA MARGARITA		SANTA MARGARITA TO SALINAS		SANTA MARGARITA TO SAN LUIS OBISPO		SAN LUIS OBISPO TO SANTA MARGARITA		SAN LUIS OBISPO TO SANTA BARBARA		SANTA BARBARA TO SAN LUIS OBISPO	
			Rating in Ms. Through	Local	Rating in Ms. Through	Local	Rating in Ms. Through	Local	Rating in Ms. Through	Local	Rating in Ms. Through	Local	Rating in Ms. Through	Local	Rating in Ms. Through	Local	Rating in Ms. Through	Local
E—63 18/24 60	1430 to 1432	145	1220	1425	1220	1425	1000	1305	1285	2025	300	300	260	260	745	815	745	815
E—69 18/24 59	1370, 1372 to 1375	160	1385	1615	1385	1615	1145	1480	1455	2275	370	370	330	330	865	940	865	940
E—69 18/24 61	1376 to 1381	160	1410	1645	1410	1645	1160	1505	1480	2325	365	365	320	320	870	950	870	950
E—69 18/24 60	1412, 1413	150	1310	1530	1310	1530	1075	1400	1375	2165	330	330	290	290	805	880	805	880
E—63 17/24 52	1300, 1307, 1309, 1310, 1312, 1318, 1324, 1319, 1326, 1327	150	1115	1330	1115	1330	915	1195	1175	1860	295	295	255	255	695	790	695	790
E—63 17/24 50	1302, 1304, 1305	150	1070	1275	1070	1275	880	1145	1130	1775	290	290	255	255	670	760	670	760
E—54 17/24 50	1306	140	1070	1250	1070	1250	875	1145	1125	1780	260	260	225	225	655	715	655	715
E—69 17/24 47	1295	140	1070	1250	1070	1250	875	1145	1125	1780	260	260	225	225	655	715	655	715
E—63 17/24 47	1277, 1278, 1297, 1299, 1301, 1308, 1313 to 1317, 1321 to 1323, 1328, 1330 to 1348, 1350 to 1354	140	1025	1225	1025	1225	840	1100	1080	1715	265	265	230	230	640	725	640	725
E—63 16/24 51	1232	140	975	1165	975	1165	795	1045	1030	1640	240	240	210	210	600	685	600	685
E—63 16/24 48	1239, 1240	140	980	1175	980	1175	805	1050	1035	1645	250	250	215	215	610	690	610	690
E—63 16/24 42	1243 to 1256	140	890	1075	890	1075	725	955	940	1500	215	215	185	185	545	625	545	625
E—73 20/24 89	1433 to 1444	190	1985	2305	1985	2305	1635	2115	2080	3255	530	530	470	470	1235	1345	1235	1345
E—73 20/24 92	1445 to 1458	190	1960	2280	1960	2280	1610	2095	2055	3230	505	505	445	445	1210	1320	1210	1320
E—63 18/24 59	1371	160	1315	1565	1315	1565	1090	1405	1385	2170	370	370	330	330	835	940	835	940
T—63 19/24 105	2221 to 2234	180	1880	2230	1880	2230	1555	2010	1980	3090	540	540	480	480	1200	1350	1200	1350
T—57 18/24 83	2154 to 2163, 2166 to 2173	160	1590	1915	1590	1915	1305	1695	1660	2595	480	480	430	430	1030	1190	1030	1190
T—57 18/24 86	2134 to 2153, 2184	160	1585	1910	1585	1910	1295	1690	1650	2585	475	475	425	425	1025	1185	1025	1185
T—57 18/24 73	2114 to 2123	160	1595	1920	1595	1920	1305	1700	1660	2595	485	485	435	435	1035	1195	1035	1195
T—57 18/24 50	2020 to 2022	140	1040	1260	1040	1260	850	1115	1090	1720	290	290	255	255	665	770	665	770
T—57 18/24 58	2023 to 2025	140	1230	1485	1230	1485	1005	1315	1285	2015	360	360	315	315	790	915	790	915
T—81 18/24 61	2027 to 2028	140	1295	1540	1295	1540	1070	1385	1365	2140	365	365	320	320	820	925	820	925
T—75 18/24 61	2088	140	1355	1635	1355	1635	1110	1450	1450	2220	365	365	355	355	875	1010	875	1010
T—57 18/24 64	2030	140	1355	1635	1355	1635	1110	1450	1450	2220	400	400	355	355	875	1010	875	1010
T—57 18/24 67	2031 to 2095, 2029	140	1375	1660	1375	1660	1125	1470	1435	2250	410	410	365	365	885	1030	885	1030
T—57 18/24 72	2004, 2006, 2008, 2009	150	1475	1780	1475	1780	1210	1575	1540	2415	440	440	390	390	950	1105	950	1105
T—57 18/24 72	2007	150	1470	1805	1470	1805	1150	1570	1470	2310	465	465	415	415	965	1150	965	1150
T—76 18/24 72	2094	150	1375	1660	1375	1660	1125	1470	1435	2250	410	410	365	365	885	1030	885	1030
T—69 21/28 149	2283 to 2300	190	2385	2870	2385	2870	1895	2550	2420	3800	700	700	625	625	1535	1770	1535	1770
M—63 20/28126	1615 to 1719	190	2435	2950	2435	2950	1935	2600	2490	3870	785	785	705	705	1605	1875	1605	1875
M-63 15½-26/28144	1725 to 1769, 1780 to 1802	200	2680	3280	2680	3280	2105	2860	2675	4170	880	880	790	790	1780	2110	1780	2110
C—57 23-35/34 177	2612 to 2623	220	2935	3710	2935	3710	2315	3135	2935	4575	1160	1160	1050	1050	2170	2610	2170	2610
C—57 22 30 180	2624, 2627 to 2651, 2654 to 2677, 2599 to 2799	200	3150	3930	3150	3930	2485	3365	3150	4910	1175	1175	1060	1060	2240	2680	2240	2680
TW-51 20-30/26118	2846 to 2853	170	1625	2045	1625	2045	1270	1740	1625	2570	565	565	505	505	1135	1375	1135	1375
TW-57 20-29/26 120	2832 to 2845	180	1670	2100	1670	2100	1305	1785	1670	2635	585	585	520	520	1170	1410	1170	1410
TW-51 20/26 110	2801 to 2812	160	2050	2545	2050	2545	1615	2190	2050	3195	715	715	645	645	1420	1685	1420	1685
T—63 20/26 112	2235 to 2273	180	2200	2695	2200	2695	1790	2345	2255	2755	685	685	615	615	1435	1650	1435	1650
A—84 15-25/28 110	3000 to 3009	180	1915	2345	1915	2345	1495	2050	2015	3205	480	480	420	420	1185	1295	1185	1295
A—81 20/28 105	3025 to 2535	180	2160	2535	2160	2535	1685	2315	2275	3585	550	550	480	480	1330	1455	1330	1455
P—77 22/28 141	2400 to 2419	180	2680	3190	2680	3190	2010	2745	2820	4075	765	765	680	680	1700	1920	1700	1920
E—69 18/28 57	1414 to 1416, 1418	180	1215	1445	1215	1445	1010	1340	1340	2060	350	350	310	310	795	890	795	890
E—69 18/28 62	1422 to 1425, 1419, 1420	140	1365	1580	1365	1580	1100	1460	1425	2240	390	390	345	345	870	975	870	975
E—62 18/26 62	1465 & 1468, 1470, 1473, 1476, 1480	140	1340	1610	1340	1610	1070	1420	1380	2165	405	405	360	360	870	990	870	990
E—63 16/24 39	1489	140	855	1020	855	1020	705	915	880	1420	230	230	200	200	535	600	535	600
E—63 16/24 51	1497	140	1010	1205	1010	1205	815	1100	1060	1689	280	280	250	250	640	705	640	705
H-1 means that Helper has same power as Road Engine.			H-1.5 San Francisco to Ocean View	H-2.1 San Francisco to Ocean View	H-7 Baden to Ocean View	H-7 Baden to Ocean View												
ALLOWANCE FOR EMPTY AND UNDER-LOADED CARS—MS.	Less than 40 Ms.		0	6	0	6	0	6	0	6	0	0	0	0	0	3	0	3
	40 to 50 Ms.		0	3	0	3	0	3	0	3	0	0	0	0	0	0	0	0
	More than 50 Ms.		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ENGINES CAN HANDLE TONNAGE IN ADDITION TO FIGURES SHOWN ABOVE AS FOLLOWS:

EASTWARD.

10% additional—San Mateo to Redwood; Coyote to Perry; Kings City to San Lucas; Nacimiento to Templeton; Santa Barbara to Mason Street.
25% " Mayfield to Mountain View; San Jose to Hillsdale; San Ardo to Wunpost; Asuncion to Eaglet; Sacate to Tajiguas.
50% " Santa Clara to San Jose; Aromas to Pajaro; Coburn to Kings City; Bromela to Guadalupe.
75% " Baden to San Bruno; Chualar to Camphora; Elwood to Goleta.
100% " Lawrence to Santa Clara; Sargent to Chittenden; Salinas to Spence; Camphora to Soledad.
150% " San Bruno to San Mateo; Chittenden to Aromas; Castroville to Salinas; Spence to Chualar; Arguella to Sudden; Concepcion to San Augustine.
200% " San Martin to Sargent; Edna to Oceano.

WESTWARD.

10% additional—Tangair to Narlon; Wunpost to San Ardo; Pajaro to Chittenden; Lawrence to Sunnyvale; Redwood to San Mateo.
25% " Mason St. to Santa Barbara; Gaviota to Sacate; San Lucas to Kings City; Castroville to Elkhorn; San Martin to Morganhill.
50% " Capitan to Tajiguas; Cooper to Castroville; Santa Clara to Lawrence.
75% " Goleta to Elwood; Tajiguas to Gaviota; Eaglet to Paso Robles; Gonzales to Chualar; Morganhill to Perry.
100% " Paso Robles to San Miguel; Bradley to Wunpost; Coburn to Metz; Elkhorn to Pajaro; Chittenden to Sargent.
125% " Mountain View to Mayfield; Menlo Park to Redwood.
150% " Soledad to Gonzales; Chualar to Salinas; Sunnyvale to Mountain View.
200% " Guadalupe to Bromela; Coyote to Santa Clara; Narlon to Casmalia; Waldorf to Guadalupe; Ocean View to San Francisco.

BETWEEN THE FOLLOWING POINTS A FULL TRAIN OF 55 CARS CAN BE HANDLED.

EASTWARD—Ocean View to Baden; Palo Alto to Mayfield; Sunnyvale to Lawrence; Morganhill to San Martin; Tunnel 1 to S.L.Obispo. WESTWARD—Tunnel 1 to Eaglet; Kings City to Coburn; Salinas to Cooper; Perry to Coyote.

Between other points figures in Chart will govern.

Eastward.

FROM SAN FRANCISCO—COAST DIVISION: Santa Clara and Santa Cruz.

THREE RAIL TRACK, FELTON TO FELTON JUNCTION.

Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations	THIRD CLASS			FIRST CLASS							Distance from San Francisco		Time Table No. 70 December 8, 1907
	810 Way Freight Leave Daily Ex. Sunday	806 New Almaden Mixed Leave Daily	808 Way Freight Leave Daily Ex. Sunday	520 Santa Cruz Passenger Leave Daily	518 Santa Cruz Passenger Leave Daily	516 Santa Cruz Passenger Leave Daily	508 Santa Cruz Mixed Leave Daily	506 Wright Passenger Leave Daily	46 Los Gatos Passenger Leave Daily Ex. Sunday	502 Laurel Passenger Leave Daily			**STATIONS**
								6.00PM	5.00PM	9.00AM	0.0		**SAN FRANCISCO**
6,518 I								7.15PM	6.25PM	10.25AM	43.6	DR	**SANTA CLARA** 1.5
								f 7.18	f 6.30	f 10.28	45.1		COLLEGE PARK 1.1
21,384 PTWFO		5.00PM	9.00AM					s 7.23	s 6.35	s 10.33	46.2	DR	**SAN JOSE** 2.2
2,917		5.07	9.07					f 7.30	f 6.41	f 10.40	48.4		DOUGHERTY (Spur) 0.7
489											49.7		MOULTON (Spur) 1.1
2,672 W		5.23PM	9.33					s 7.35	s 6.48	s 10.45	50.2	DR	**CAMPBELL** 2.1
343								f	f	f	52.3		VASONA (Spur) 0.7
1,127											53.0		BERMINGHAM (Spur) 2.2
8,236 TW			10.00					s 7.50	7.00PM	s 11.00	55.2	DR	LOS GATOS 2.7
2,203			10.25					s 7.58		s 11.08	57.9		ALMA 2.9
2,790			10.50					f 8.05		f 11.15	60.8		EVA 1.5
3,117 T			11.10AM					8.10PM		s 11.20	62.3	DR	WRIGHT 1.3
384											63.6		EDRIC (Spur) 0.7
1,852										11.50AM	64.3	DR	LAUREL (Spur) 1.4
5,332 T							6.30AM				65.7	DR	GLENWOOD 1.1
336											66.8		CLEMS (Spur) 0.4
248							f				67.2		VIRGINIA (Spur) 0.3
530 W							f 6.39				67.5		TANK SIDING 0.8
360							f				68.3		ZAYANTE (Spur) 1.2
441							f 6.47				69.5		MEEHAN 1.5
100							f				71.0		ECCLES (Spur) 0.3
2,110							f 6.55				71.3		UNION MILL (Spur) 0.7
98							f				72.0		HAYES (Spur) 1.4
4,965 TW	**9.00AM**			3.30PM	10.25AM	7.15AM	s 7.05				73.4	DR	**FELTON** 0.8
512	9.08			s 3.34	s 10.29	s 7.19	s 7.09				74.2		BIG TREES 0.6
	9.14			3.37	10.31	7.22	7.12				74.8		FELTON JUNCTION 1.5
1,469	9.28			f 3.44	f **10.38**	f 7.29	f 7.19				76.3		RINCON 1.3
11,835	9.38			f 3.49	f 10.40	f 7.34	f 7.24				77.6		POWDER WORKS (Spur) 1.4
1,014	9.50			3.55	10.50	7.40	7.30				79.0		EBLIS 1.1
10,642 PTWF	**10.00AM**			4.00PM	10.55AM	7.45AM	7.35AM				80.1	DR	**SANTA CRUZ**
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily			(36.5)
	(1.00)	(0.23)	(2.10)	(0.30)	(0.30)	(0.30)	(1.05)	(0.55)	(0.35)	(1.25)			...............Time over District.
	6.70	10.43	8.63	13.40	13.40	13.40	13.29	20.40	19.88	14.61			............Average speed per hour.

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Aldercroft, Mt. Hermon and Olympia are flag stops for all first-class trains.
Trains must obtain clearance cards before leaving San Jose, when operator is on duty.

	Time Table No. 70 December 8, 1907	Distance from Santa Cruz	FIRST CLASS							THIRD CLASS		
			505	45	501	517	519	521	509	805	807	809
			Wright Passenger	Los Gatos Passenger	Laurel Passenger	Boulder Creek Passenger	Boulder Creek Passenger	Boulder Creek Passenger	Glenwood Mixed	San Jose Mixed	Way Freight	Way Freight
	STATIONS		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
	SAN FRANCISCO	80.1	8.20AM	9.00AM	5.40PM							
DR	**SANTA CLARA** 1.5	36.5	s 6.52AM	s 7.35AM	s 3.30PM							
	COLLEGE PARK 1.1	35.0	f 6.48	7.31	3.25							
DR	**SAN JOSE** 2.2	33.9	s 6.45	s 7.26	s 3.20					7.45AM	3.10PM	
	DOUGHERTY (Spur) 0.7	31.7	f 6.38	f 7.20	f 3.15					7.36	3.00	
	MOULTON (Spur) 1.1	31.0										
DR	**CAMPBELL** 2.1	29.9	s 6.32	s 7.15	s 3.10					7.30AM	2.45	
	VASONA (Spur) 0.7	27.8	f	f	f							
	BERMINGHAM (Spur) 2.2	27.1										
DR	LOS GATOS 2.7	24.9	s 6.22	7.00AM	s 2.55						1.42	
	ALMA 2.9	22.2	s 6.14		s 2.45						1.10	
	EVA 1.5	19.3	f 6.05		f 2.35						12.35	
DR	WRIGHT 1.3	17.8	6.00AM		2.30 12.30						12.30PM	
	EDRIC (Spur) 0.7	16.5										
DR	LAUREL 1.4	15.8			12.15PM							
DR	GLENWOOD 1.1	14.4							5.35PM			
	CLEMS (Spur) 0.4	13.3										
	VIRGINIA (Spur) 0.3	12.9							f			
	TANK SIDING 0.8	12.6							f 5.26			
	ZAYANTE (Spur) 1.2	11.8							f			
	MEEHAN 1.5	10.8							f 5.18			
	ECCLES (Spur) 0.3	9.1							f			
	UNION MILL (Spur) 0.7	8.8							f 5.10			
	HAYES (Spur) 1.4	8.1							f			
DR	**FELTON** 0.8	6.7				s **8.30AM**	s **12.15PM**	s 4.50PM	s 5.00			**11.30AM**
	BIG TREES 0.6	5.9				s 8.26	s 12.11	s 4.46	s 4.56			11.15
	FELTON JUNCTION 1.5	5.3				8.23	12.08	4.43	4.53			11.10
	RINCON 1.3	3.8				f 8.16	f 12.01PM	f 4.36	f 4.46			**10.38**
	POWDER WORKS (Spur) 1.4	2.5				f 8.11	f 11.56AM	f 4.31	f 4.41			10.15
	EBLIS 1.1	1.1				8.05	11.50	4.25	4.35			10.05
DR	**SANTA CRUZ**	0.0				8.00AM	11.45AM	4.20PM	4.30PM			**10.00AM**
	(36.5)		Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	Time over District		(0.52)	(0.35)	(3.15)	(0.30)	(0.30)	(0.30)	(1.05)	(0.15)	(2.40)	(1.30)
	Average speed per hour		21.56	19.88	6.37	13.40	13.40	13.40	13.29	16.00	6.00	4.40

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Aldercroft, Mt. Hermon and Olympia are flag stops for all first-class trains.

Trains must obtain clearance card before leaving San Jose, when operator is on duty.

FROM SAN FRANCISCO—COAST DIVISION: Boulder Creek and Felton—TOWARD SAN FRANCISCO.

Eastward. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations.	THIRD CLASS	FIRST CLASS			Distance from San Francisco	Time Table No. 70 December 8, 1907	Distance from Felton	FIRST CLASS			THIRD CLASS
	810 Way Freight	520 Santa Cruz Passenger	518 Santa Cruz Passenger	516 Santa Cruz Passenger				517 Boulder Creek Passenger	519 Boulder Creek Passenger	521 Boulder Creek Passenger	809 Way Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
					0.0	SAN FRANCISCO	73.4				
11,005 TW	7.00AM	3.00PM	9.55AM	6.45AM	81.0	DR **BOULDER CREEK** 1.7	7.6	9.00AM	12.45PM	5.35PM	2.00PM
500	7.10	s 3.06	s 10.01	s 6.51	79.3	BROOKDALE 2.3	8.48	s 8.54	s 12.38	s 5.28	1.45
1,376	7.30	s 3.15	s 10.09	s 7.00	77.0	D BEN LOMOND 0.3	8.39	s 8.44	s 12.29	s 5.19	1.15
9,355		f	f	f	76.7	NEWELL JUNCTION (Spur) 3.3	3.3	f	f	f	
4,965 TW	**8.20AM**	s 3.30PM	s 10.25AM	s 7.15AM	73.4	DR **FELTON**	0.0	**8.30AM**	**12.15PM**	5.05PM	**12.30PM**
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily		(7.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(1.20)	(0.30)	(0.30)	(0.30)		Time over District		(0.30)	(0.30)	(0.30)	(1.30)
	5.70	15.20	15.20	15.20		Average speed per hour		15.20	15.20	15.20	5.06

FROM SAN FRANCISCO—COAST DIVISION: Campbell and New Almaden—TOWARD SAN FRANCISCO.

Eastward. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations.	THIRD CLASS	Distance from San Francisco	Time Table No. 70 December 8, 1907	Distance from New Almaden	THIRD CLASS
	806 New Almaden Mixed				805 San Jose Mixed
	Leave Daily		STATIONS		Arrive Daily
		0.0	SAN FRANCISCO	60.5	
2,672 W	5.23PM	50.2	DR **CAMPBELL** 2.0	10.3	7.30AM
	5.28	52.2	L. G. & S. J. ROAD 1.0	8.3	7.23
210	5.32	53.2	UNION AVE. (Spur) 2.3	7.3	7.20
170	5.39	55.5	LE FRANC *0.8	5.0	7.14
	5.44	56.3	THONA (No Side Track) 2.7	4.2	7.11
300	5.54	59.0	ALMADEN CROSSING 1.5	1.5	7.03
2,835 TW	6.05PM	60.5	DR **NEW ALMADEN**	0.0	7.00AM
	Arrive Daily		(10.3)		Leave Daily
	(0.42)		Time over District		(0.30)
	14.71		Average speed per hour		20.60

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Riverside is a flag stop for all first-class trains on Boulder Creek Branch.

Trains must obtain clearance cards before leaving New Almaden and Boulder Creek, when operator is on duty.

SPECIAL RULES.

1. Bulletin Boards are located at San Francisco, San Jose, Gilroy, Pajaro, Salinas, San Ardo, San Luis Obispo, Surf and Santa Barbara, Wright and Santa Cruz.

2. Westward extras, and trains on the Tres Pinos Branch will register at Carnadero. At registering stations which are day and night telegraph stations and which are not regular stops, first-class trains need not stop to register, or to check the register, or to make out check of train register form 2529, but will throw off a register ticket form 2588 to the operator giving the information required by the register, reducing speed if necessary, and the operator will then register for them. Conductors and operators will comply with Rule 96 at registering stations where trains are not required to register, the same as at non-registering stations, the operator notifying all opposing trains which are of the same or inferior class to the train taking down signals. Trains going via Santa Clara-Santa Cruz Line, and to and from Santa Clara, and Western Division trains will register at Santa Clara.

3. Standard clocks are located in the Dispatcher's office San Francisco, Yard Master's office San Francisco, Mission Bay Machine Shops, San Francisco, Telegraph offices at yard and passenger stations San Jose, Gilroy, Tres Pinos, Pajaro, Santa Cruz, Castroville, Pacific Grove, Salinas, Santa Margarita, Dispatcher's office San Luis Obispo, Telegraph offices Surf, Lompoc, Santa Barbara, and Boulder Creek.

4. In addition to stations at which a train originates on the Division, Salinas and San Luis Obispo are initial stations for all except first-class trains.

5. San Francisco yard limits extend from Third St. station to Randall St. on Ocean View line, and from Third St. station, San Francisco, to Y switch leading to Tanforan at South San Francisco on Visitacion line. **Trains via Visitacion will use single track link connecting Visitacion and Ocean View lines at Seventh St., San Francisco, and must receive a signal to proceed from flagman at each end of link before passing over same.**

San Bruno yard limits extend from 500 feet east of San Bruno to Tanforan Y on line via Visitacion and to 500 feet west of west switch, Tanforan.

Monterey yard limits from Monterey station to Del Monte station.

Pajaro-Watsonville yard limits from 1,000 feet east of east switch to 1,000 feet west of west switch Pajaro and to 1,000 feet east of P. V. R. R. crossing east of Watsonville.

Salinas yard limits, from Salinas to Spreckels.

San Jose yard limits, from Santa Clara to Valbrick, from Santa Clara to Dougherty on Coast Division, from San Jose to a point about mile 46½ on Western Division.

Santa Cruz yard limits from just east of San Lorenzo bridge on Pajaro-Santa Cruz line to 1,000 feet west of Powder Works switch siding on Santa Cruz-Santa Clara line and to 1,000 feet east of east switch of Orby on Davenport-Santa Cruz line. All extra trains including yard engine and all delayed regular trains must move under control of these limits.

6. Trains must reduce speed to 15 miles per hour between San Jose Passenger Depot and the west end of Guadalupe River trestle. Eastward trains must get a signal to ''Proceed'' from the switch-tender at switch to old main line (or roundhouse track) before fouling said junction switch. As Guadalupe River trestle is not provided with sidewalk, care should be taken to avoid stopping passenger trains thereon.

7. Double track extends from Third and Townsend St. Station to San Jose via Visitacion and from Third and Townsend St., San Francisco, to 18th St., San Francisco, and from Ocean View to Holy Cross. All trains will run to the right between these points. The switches at the end of double track at 18th St., San Francisco, Ocean View, Holy Cross and Baden will be handled by trainmen, and which must be left set for westward main track at 18th St., San Francisco, and Holy Cross, for the eastward main track at Ocean View and for the Tanforan line at Baden.

SPECIAL BLOCK SYSTEM RULES.

8. Automatic Block Signal limits are from San Francisco via Visitacion and from Bryant St., San Francisco, via Ocean View to Irma and are also indicated on each page to left of station names.

Referring to Rule 504, Page 101, Standard Rules: On SINGLE TRACK trains will wait five minutes before following flagman, under conditions outlined in said rule. On DOUBLE TRACK, under similar conditions, trains must come to a full stop, wait **one** minute, and then may proceed under control to next signal, flagman being invariably sent ahead in stormy or foggy weather.

On single track between San Francisco and San Bruno, a train expecting to meet a train must not occupy the main track between switches at the meeting point until the opposing train has passed the signal at the opposite end of the adjoining block.

East of San Jose, trains arriving at meeting points **where there is no overlap,** may occupy the entire main track between switches, holding only home signals at either end of yard and distant signals 2,000 feet in advance in both directions against other trains.

Overlap stations are as follows: Affecting eastward trains.—Hillsdale, Madrone, Sargent, Aromas, Serrano, Goldtree and Grover. Affecting westward trains.—Tennant, Miller and Cuesta. Trains of the direction indicated, arriving at these stations and intending to hold the main line against opposing trains must not pass post marking the end of overlap of the adjoining block, and switches must not be opened to head opposing trains onto passing track until same have passed signal at opposite end of block. Overlap Posts are painted white from the top down four feet and black thence to the ground.

A westward train expecting to meet a train at Ocean View must not pass signal 67 until the opposing train has pulled in on the opposite track and must wait until said signal assumes the ''proceed'' position. The same applies to eastward trains at signal 106 at Holy Cross.

A westward train expecting to meet a train, via South San Francisco at Baden must stand east of signal 123 east of Baden until the opposing train has left the main line and until said signal assumes the ''proceed'' position.

Engineers of westward trains approaching Baden via South San Francisco must note the indication of disc signal before switch is opened and be governed accordingly as the signal will stand at ''stop'' with switch open.

A westward train expecting to meet a train via Tres Pinos at Carnadero must stand east of distant signal 838 west of Nema until the branch train has passed signal 814 at west end of Gilroy yard.

Both ends of all link switches connecting two main lines or connecting main line and siding after being used must be set for the straight track; not for cross-over. This does not apply where a cross-over link on a long siding is used as the end of a passing track.

Derails on sidings leading directly into the main line, after being used must be left open.

At center sidings, switches located in the cross-over links between the two main lines, after being used must be set for the siding; not for the cross-over.

Non-observance of the above rules concerning ''meets'' and position of switches will cause signals to stand at ''stop'' and trains to be delayed thereby.

Block Signal Rules provide that block signals do not affect the rights of a train under the time table or train rules nor dispense with the use or observance of other signals whenever they may be required.

Trainmen must not depend upon the block system to protect their trains, but whenever necessary must see that the train is protected by flag as per Rule 99, Page 27.

Referring to Rule 303, Page 90.—Distant signals are also used for indicating the position of obscure switches. When a distant switch signal stands at ''Caution,'' it indicates that the switch 1,500 feet or more in advance of it is open, and that the train must be brought to a stop before reaching the open switch. When it stands at ''Safety,'' it indicates that the switch in advance is closed, and that trains may proceed.

INTERLOCKING SIGNAL TOWERS.

Tower No. 1, Santa Clara:

The top blade on double arm pole west of tower on main track will govern the movement of eastward trains straight through on the eastward track. The lower blade on same pole will govern the movement of eastward trains on Santa Clara-Santa Cruz line.

The blade on pole east of tower on main track will govern the movement of trains straight through on the westward track.

The blade on pole west of tower on the Newark line will govern the movement of eastward trains across links on Santa Clara-Santa Cruz line.

The top blade on three arm pole east of tower on Santa Clara-Santa Cruz line will govern the movement of westward trains across links to the Newark line. The middle arm on same pole will govern the movements of trains to the westward main track and the lower arm will govern the movement of westward trains straight ahead on house track at Santa Clara.

The movement of both eastward and westward trains between the Newark line and Coast Division main lines will be governed by hand signals given by towermen in accordance with first paragraph of Rule 630. Referring to Rule 671, Page 109.—An engineman receiving a hand signal must understand that such signal is good only through the interlocking limits and does not extend through the automatic block.

Engineers approaching Tower No. 1 at Santa Clara will sound 1 short, 1 long and 1 short — ——— — blast of the whistle if they wish switches lined for Coast Division main track; 2 short, 1 long and 2 short — — ——— — — blasts of whistle if they wish switches lined up for cross-over on Santa Clara-Santa Cruz main line and 2 short, 1 long and 1 short — — ——— — if they wish switches lined up between Newark line and Coast Division main line.

Tower No. 2 at P. C. Ry. crossing east of Edna.

Attention is called to Rules 663 and 671.

Tower No. 3, San Bruno:

The top blade on double arm pole west of the tower on the Tanforan track will govern the movements of eastward trains straight through on the eastward main line. The lower blade on same pole will govern the movement of eastward trains in crossing over the westward track.

The top blade on double arm pole east of the tower will govern the movement of westward trains straight through on westward line via Visitacion. The lower blade on same pole will govern the movement of westward trains across the cross-over and on to line via Tanforan.

The top blade on double arm pole west of the tower on line via Visitacion will govern the movement of eastward trains straight through on the eastward main line. The lower blade on same pole will govern the movement of eastward trains in crossing over to westward track.

Engineers of westward trains approaching San Bruno will sound 1 short, 1 long and 1 short — ——— — blast of the whistle if they wish switches lined up for track via Tanforan, and 2 short, 1 long and 2 short — — ——— — — blasts if they wish switches lined up for line via Visitacion.

Tower No. 4, San Jose:

The blade on pole west of tower on main track will govern the movement of eastward trains straight through on the eastward track.

The top blade on double arm pole east of the tower on the Coast Division main track will govern the movement of westward trains straight through on the westward main line. The lower blade on same pole will govern the movement of westward trains across the cross-over link to next signal.

The top blade on double arm pole at Third St. on the Niles line will govern the movement of trains straight through to the next signal. The lower blade on same pole is for switching and will govern the movement of yard engines, etc., to stone yard spur.

The top blade on westward double arm pole at west end of cross-over will govern the movement of westward trains straight ahead to short drill track. Lower blade on same pole will govern the movement of westward trains to long drill track in freight yard.

The top blade on eastward double arm pole at east end of freight yard will govern the movement of trains straight ahead on Niles line. The lower blade on same pole will govern the movement of eastward trains across the cross-over to Coast Division main line.

Attention is called to Rules 663 and 671.

Engineers of westward Coast Division freight trains approaching tower No. 4 at San Jose will sound 1 long and 1 short ——— — blast of whistle so switches may be lined up for freight yards.

9. Sidings on double track are located at Millbrae, San Mateo, San Carlos, Fair Oaks, Mayfield, Mountain View and Lawrence. Cross-overs at San Bruno, Burlingame, Belmont, Redwood, Menlo Park, Palo Alto, Castro, Sunnyvale and Santa Clara. When using cross-overs, trainmen must comply strictly with Rule 99. Street crossings at San Mateo must not be blocked to exceed five (5) minutes.

10. On double track, trains must come to a stop before approaching a station when another train is at such station receiving or discharging passengers, and opposing train must be allowed to clear the station before starting to pull up.

11. The switch at the junction near New Almaden must be left set, making line from Campbell to New Almaden the continuous main line. On joint track between this junction and New Almaden station trains are equal, and must move under control.

12. S. P. Co. trains and San Jose, Los Gatos & Interurban Ry. Co. cars will use S. P. Co. tracks from the junction between Campbell and L. G. & S. J. road to L. G. & S. J. road jointly. S. P. Co. trains 805 and 806 have right over San Jose, Los Gatos & Interurban Ry. Co. cars on joint track, but must come to a stop before going on joint track and not exceed a speed of ten miles an hour over joint track. All other S. P. Co. trains must first come to a stop before going on joint track and send a flagman in advance immediately, wait five minutes after the flagman has started, and then proceed under control at a speed not exceeding six miles per hour until the train has passed off joint track, taking particular care not to close down on the flgman ahead until he has reached the end of joint track. All such other S. P. Co. trains must be protected to the rear as per Rule 99.

SPECIAL RULES—Continued.

SPEED OF TRAINS.

13. Trains must not exceed a speed of fifteen (15) miles per hour, equivalent to a minimum time of nine minutes thirty-six seconds, between Third St. station, San Francisco, and Valencia St.; nor a speed of thirty (30) miles per hour, equivalent to a minimum time of seven minutes twelve seconds, between Valencia St. and Ocean View in either direction. Trains must not exceed a speed of ten (10) miles per hour through Redwood, San Mateo and Gilroy, eight (8) miles per hour through San Jose and Salinas, and six (6) miles per hour through Hollister.

a. Trains must reduce speed to Eight Miles per hour in territory covered by slow boards, located as follows:

BETWEEN CASTROVILLE AND COOPER	West board ½ mile west of mile post 112. East board ½ mile east of mile post 112.

And must reduce to Ten miles per hour

BETWEEN LAGUNA AND ELLICOTT	West board, 3,400 feet west of mile post 106. East board, 6,000 feet east of mile post 106.
SANTA CLARA-SANTA CRUZ LINE TUNNEL No. 1:	West board, 1,000 feet west of Tunnel No. 1. East board, 1,000 feet east of Tunnel No. 1.

And must reduce speed to Fifteen Miles per hour at—

SACATE:	West board, at mile post 336. East board, at mile post 337.
ORELLA:	West board, mile post 348. East board, mile post 349.

And must reduce speed to Twenty-five Miles per hour at—

BETWEEN HOFFMAN AVE. AND PACIFIC GROVE:	West board at old Chinatown site. East board just west of Pacific Grove Yard.
ROCKY POINT:	West board, 450 feet east of mile post 155. East board, 2,000 feet west of mile post 157.
NEAR BRADLEY:	West board, ½ mile east of mile post 193. East board, 1,200 feet west of mile post 195.
BETWEEN EDNA AND GROVER:	West board, ¼ mile east of mile post 261. East board, 600 feet west of mile post 263.
ELKHORN:	West board, ½ mile east of mile post 102. East board, ¾ mile west of mile post 107.

With the exceptions noted above, trains must not exceed the speed in miles per hour as shown below:

	Passenger	Freight
San Francisco-San Jose (via Visitacion)	45	25
San Francisco-San Bruno (via Tanforan)	45	25
San Jose—Pomar	50	25
Pomar—Santa Margarita	45	30
Santa Margarita-San Luis Obispo	25	15
San Luis Obispo-Santa Barbara	45	30
Hillsdale-New Almaden	15	15
Carnadero-Tres Pinos	30	20
Pajaro-Santa Cruz	30	20
Castroville-Pacific Grove	40	20
Surf-Lompoc	25	15
Wright-San Jose	20	15
Davenport-Santa Cruz	12	12
Glenwood-Felton	15	15
Boulder Creek-Santa Cruz	20	15
Campbell-New Almaden	18	15
Loma Prieta Branch	8	8

b. Trains must not exceed a speed of 25 miles per hour approaching and passing over very sharp curves, such as those at South San Francisco, Carnadero, and similar curves on the Monterey and Santa Cruz Branches and in the Salinas Valley.

14. Before descending mountain grades, Conductors must see that handles of Retaining-Pressure Valve are turned up on all cars, except mail and express cars without end doors. Watch the wheels closely to prevent heating or sliding. At foot of grade the handles of all Retaining Pressure Valves must be turned down. On all passenger trains at all station stops, descending mountain grades, brakemen must turn down the Retaining-Pressure Valve as soon as station stop is made, leaving them turned down until brakes are released and train started, when they must again be turned up. At water tanks the retainers must not be turned down until engine men have taken water.

15. Siding for Valencia Street is the siding between Guerrero and Dolores Streets; Channel Street siding is between Sixth and Ninth Streets.

16. During the existence of this time table, the engine and crew of train No. 272 may use main track between Pacific Grove and Lake Majella between the hours 10:00 A. M. and 12:01 P. M. for switching, and other trains must not use this track between these times except under protection as required by Rule 99.

17. Head lights of all engines and marker lights of all trains must be kept burning while passing through tunnels between Cuesta and Goldtree and between Santa Cruz and Wright.

18. Switches at Felton must be left set so as to make the line between Boulder Creek and Santa Cruz the continuous main line.

19. Before running around the "Y" at Pajaro, trains and engines should be protected by a flagman as per Rule 99. Engineers will be held equally responsible with trainmen for violation of this rule.

20. Engines on freight trains of twenty cars or over must cut off in all cases before taking water.

SIGNS AND CHARACTERS.

The following signs when placed before the figures of the schedule indicate:

s—regular stop.
f—flag stop to receive or discharge passengers or freight.
*—Trains will stop to discharge passengers only.
†—Stop on signal to receive passengers only.

DN—day and night telegraph office.
D—day telegraph office.
N—night telegraph office.
W—water station.
P—Telephone and Telegraphone office.
I—Interlocking plant

F—fuel station.
T—turntable.
Y—wye.
O—track scales.
¶—dining station.
R—register station.

Extra trains may pass, or run ahead of, third class trains without receiving an order to do so.

FLAGGING DISTANCES.

Twenty-five telegraph poles will be considered "Danger" point and 35 telegraph poles "Caution" point from where the track is obstructed, except when flagging on descending grades, obscure or crooked track, or in foggy or stormy weather, when danger point will be 30 telegraph poles, and "Caution" point 40 telegraph poles from where the track is obstructed.

These distances must be strictly observed.

OFFICE HOURS AT TRAIN ORDER OFFICES THAT ARE NOT OPEN ENTIRE 24 HOURS, AS FOLLOWS:

Ocean View	6:30 A. M. to 6:30 P. M.
San Mateo	7:00 A. M to 8:00 P M.
Redwood	7:00 A. M. to 7:00 P. M.
Palo Alto	7:00 A. M. to 8:00 P. M.
Mountain View	7:00 A. M. to 7:00 P. M.
Santa Clara	6:40 A. M. to 7:15 P. M.
Hillsdale	7:00 A. M. to 7:00 P. M.
New Almaden	7:00 A. M. to 7:00 P. M.
Morgan Hill	7:40 A. M. to 7:40 P. M.
San Martin	7:00 A. M. to 7:00 P. M.
Hollister	7:00 A. M. to 7:15 P. M.

Tres Pinos	6:40 A. M. to 6:40 P. M
Sargent	7:00 A. M. to 7:00 P. M.
Chittenden	7:00 A. M. to 7:00 P. M.
Aromas	7:00 A. M. to 7:00 P. M.
Watsonville	6:40 A. M. to 7:30 P. M.
Aptos	7:00 A. M. to 7:00 P. M.
Capitola	6:45 A. M. to 6:45 P. M.
Del Monte	8:00 A. M. to 8:00 P. M.
Monterey	7:30 A. M. to 9:00 P. M.
Pacific Grove	7:00 A. M. to 9:30 P. M.
Chualar	7:34 A. M. to 7:34 P. M.

Gonzales	7:30 A. M. to 7:30 P. M.
Metz	7:00 A. M. to 7:00 P. M.
San Lucas	7:00 A. M. to 7:00 P. M.
Bradley	7:00 A. M. to 7:00 P. M.
Templeton	7:00 A. M. to 7:00 P. M.
Edna	7:00 A. M. to 7:00 P. M.
Oceano	6:45 A. M. to 6:45 P. M.
Casmalia	7:00 A. M. to 7.00 P. M.
Lompoc	7:00 A. M. to 7:00 P. M.
Concepcion	7:00 A. M. to 7:00 P. M.
Goleta	7:00 A. M. to 7:00 P. M.

SANTA CLARA-SANTA CRUZ LINES.

San Jose	6:15 A. M. to 6:15 P. M.
Campbell	6:30 A. M. to 6:30 P. M.
Los Gatos	6:15 A. M. to 8:00 P. M.
Alma	5:45 A. M. to 5.45 P. M.
Wright	5:40 A. M. to 5:40 P. M.
Laurel	8:00 A. M. to 8:00 P. M.
Glenwood	8:00 A. M. to 8:00 P. M.
Felton	5:50 A. M. to 9:05 P. M.
Ben Lomond	5:15 A. M. to 5:15 P. M.
Boulder Creek	5:00 A. M. to 7:45 P. M.

LOCATION AND LENGTH OF SPURS NOT SHOWN ON FACE OF TIME TABLE.

NAME	Distance from San Francisco.	Length.
Spring Valley Lumber Co	6.2	320 feet
Aqua	16.7	1729 feet
Spring Valley Pumping Station	26.4	450 feet
Bonair	35.0	10246 feet
Nema	84.1	4130 feet
Doud	138.0	193 feet

NAME	Distance from San Francisco.	Length.
Elsa	161.1	4800 feet
Havel	229.5	160 feet
Oil Spur	286.9	100 feet
Veras	353.5	319 feet

NAME	Distance from San Francisco	Length.
Vilo	357.4	280 feet

MONTEREY BRANCH.

E. B. & A. L. Stone Spur	114.8	7042 feet